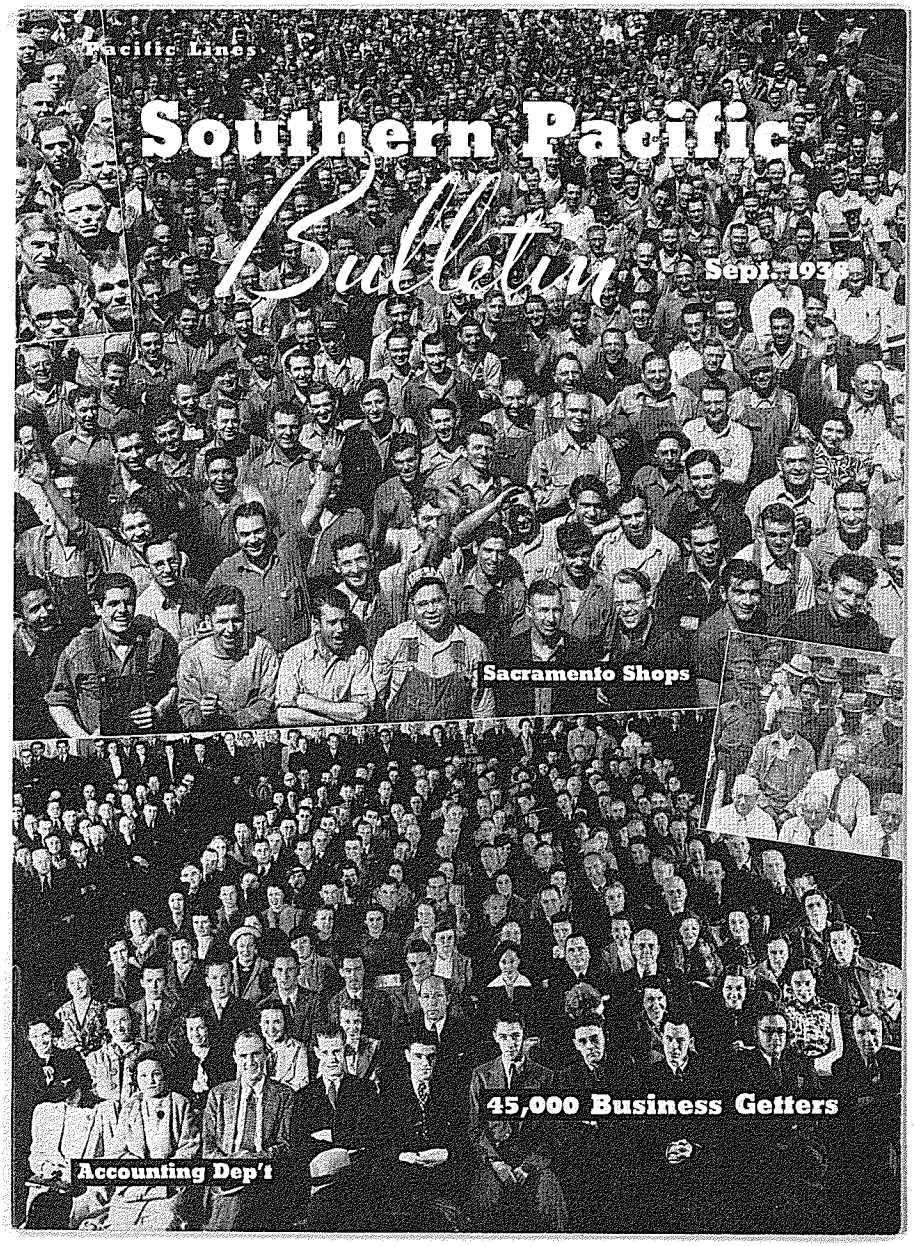
Pacific Lines

Southern Pacific Bulletin

Sept., 1930



Sacramento Shops

45,000 Business Getters

Accounting Dep't



Sherman K. Burke, assistant to vice president, system freight traffic, addressing audience of 185 employes at San Francisco Freight Station August 12 on subject of Business-Getting. Also on platform with Mr. Burke, who has been principal speaker for the traffic departments at these campaign meetings, are Sup't J. J. Jordan, Agent J. G. Dahlstrom and Sec'y F. G. Clisham. Only portion of entire audience is in picture.

SELL S. P.: *Employes Everywhere On Pacific Lines Are Hot After More Freight and Passenger Business*

The S. P. Employes' Business-Getting Campaign has gotten underway with a bang!

As the Bulletin went to press, district traffic offices from one end of Pacific Lines to the other were reporting tips on freight and passenger business coming to them in increasing numbers daily from men and women in all branches of the railroad.

Results have been gratifying, not only from the standpoint of the volume of successful tips turned in, but more particularly because of the enthusiastic and earnest manner in which employes have responded to the campaign call.

There have been numerous outstanding instances of individual effort in getting business, and it was hoped there would be space in this issue to report some of them. But they will still make inspirational reading next month along with some new ones.

If you can't use the tip card found in this issue, put it in your pocket and save it until an opportunity comes along; or pass the card along to someone who can use it. Additional cards can be obtained through your supervising officer.

THREE questions have been asked by many employes following the recent Business-Getting meetings:

1. **How can we help to get more freight and passenger business, and how should we go about it?**
2. **What different kinds of freight and passenger services has Southern Pacific to sell; what can we recommend to our merchants, our business and social friends?**
3. **Why should we take our own personal time to help get business for the railroad; isn't that the job of traffic officers and salesmen?**

It is not surprising that these questions are asked so frequently, for unless a person has made a habit of being on the lookout for every opportunity to help get business on Southern Pacific rails, he is not aware of the many chances that come his way every week. Because our freight and passenger services are many and varied, few employes outside the traffic departments are familiar with them except in a general sense, and still fewer are qualified to offer much of a sales talk regarding them. Nor are employes in general acquainted with the workings of the traffic departments or of the limitations that handicap small forces of traffic salesmen in making personal solicitations throughout the railroad's vast territory.

In the first place, no one should feel that he has to become a traffic salesman to be of help in this Business-Getting campaign. It is hoped, rather, that he will become the contact through whom the regular traffic solicitor may reach the prospective customer so that a final sale can be made.

How this can be done most effectively comes in the answer to Question No. 1 and will be discussed further on.

Question No. 2 is answered briefly in articles on other pages of this issue.

The answer to Question No. 3 was very aptly given by Machinist and Safety Committee Chairman E. W. "Parson" Davis at the Bayshore Shops Business-Getting meeting on August 19, when he asked the audience of some 500 shopmen if they would stand helplessly by with their arms folded and let their house burn down waiting for the fire department just because the fire laddies are paid to do that kind of work.

His point was mighty well taken, and it can be expected that the great majority of Southern Pacific men and women are not going to stand by with their arms folded and let hundreds of railroad jobs be lost while they wait for a small group of traffic solicitors to do all the work in rustling up buyers for tickets and freight services.

There was a time some years ago when people who wanted to travel very far had to go by train, and those with shipments to make were obliged to use the railroad. In those days traffic salesmen had their solicitation problems, but not like today when Southern Pacific's sales forces are up against the keenest sort of competition for every passenger and every pound of freight.

No longer is it possible, for instance in the San Francisco traffic district, which extends 30 miles down the Peninsula, for the 15 district freight salesmen or the 10 district passenger salesmen to keep a finger on every likely freight movement or every prospective passenger. Nor can generous advertising, publicity and pamphlets be the only aids to traffic solicitors in getting persons into our ticket offices or shippers onto the S. P. telephone. It is, rather, a job for the whole organization.

The 15 streetmen in the San Francisco freight district each have their own well-defined beats. Each keeps close contact with an average of 300 regular freight customers. To each of these customers **he is the Southern Pacific** whether it's a freight matter or something else regarding the railroad, and quite often he is obligated to take care of purely personal services in order to maintain good business relations. Of the approximately 5,500 regular S. P. shippers in the S. F. district, about 3,000 are carload shippers. Each salesman keeps a card record of the weekly business handled with each customer so that he has at all times a picture of the fluctuations in that traffic. He keeps his customers advised of any pending changes in rates and when a new rate is established he furnishes the customer with detailed information. With all these vitally important contacts to maintain, plus keeping up the equally important records, the freight solicitor is indeed a busy individual.

The same situation exists with passenger streetmen. The 10 in San Francisco district have their own territories and they try to get a line on every passenger movement originating in that territory, which is a big assignment. Each salesman has a live file of some 200 individual, special party or convention movements that he is working on. He handles all the details of these transactions, and when the special parties or conventions move he accompanies them to the train and often travels with them to assist in looking after arrangements en route. He meets special parties coming into the city, and two of them meet all trans-Pacific and inter-coastal passenger steamers coming into the harbor. Then there are night calls on individuals, and meetings with groups and committees planning trips.

What applies to traffic salesmen in this metropolitan district is similar to certain extent in all traffic districts on Pacific Lines.

So it is obvious that the traffic salesmen can not do the whole job of contacting prospective customers; which leads into the answer to Question No. 1.

There are four principal ways in which every man and woman on the railroad can take part in this Business-Getting campaign:

1. **Let your merchant and firms with whom you do business know that you work for Southern Pacific, and that your steady employment makes possible your purchases.**

Payroll of railroad employes is a very important factor in the prosperity of communities. (See August *Bulletin*, page 3, for striking examples.) Compared with our strong competitors on the highways, the railroad requires many hands to keep it running. But far too often local business houses do not realize how many Southern Pacific families are among their best customers. These business men would welcome knowing this, and if they are not already using our service a word from you would probably pave the way for a visit from an S. P. freight salesman. Many wives are helping out in passing this information along, and many employes all over Pacific Lines are enclosing cards with their monthly remittances or indicating on their checks that the payment for purchases is being made with S. P. payroll money.

2. **Be constantly on the lookout for tips on freight and passenger business, and pass them along quickly to your superintendent, office supervisor, or local traffic office.**

If, after you have contacted one of your local business firms, they look like good prospects for our fast pickup and delivery merchandise freight or carlot service, be sure that they get a visit from the S. P. salesman.

Through a friend, or just by rumor, you may learn of an industry planning to locate in your community. Don't delay in passing this information on to a traffic representative so he will have a chance to get the haul of materials and machinery. The fellow who gets his bid in first usually stands the best chance of landing the business.

Perhaps you have a friend or relative who directs the routing of shipments for his firm. Your personal interest in obtaining some of this business for your company would likely carry considerable influence in getting him to talk over his freight requirements with an S. P. salesman.

Tips on passenger business are much easier to get hold of. They come from friends and relatives, fraternal and social groups, from bits of neighborhood gossip the children bring home, from casual conversations with people you meet, and from so many other daily contacts.

Many employes have written friends all over the country recommending travel over S. P. routes in visiting the San Francisco exposition next year,

Employe Meetings

Seventeen major meetings held during recent weeks at large employe centers in connection with the Business-Getting Campaign were attended by more than 7000 railroaders; and numerous smaller meetings in offices, stations, shops, stores, and elsewhere out on line carried personal messages to hundreds of others of the 45,000 S. P. people on Pacific Lines. On the cover and elsewhere in this issue are pictures of many of the meetings. The *Bulletin*'s cameraman did his best to get the faces of everyone present, but some of the meetings were too big for him. See page 11 for brief resume of these meetings.

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'Thank You', Says Our President

On his return to San Francisco headquarters August 24, after having been away for several weeks, President A. D. McDonald gave the *Bulletin* this message to employes:

"It is gratifying to note the practical results attained by the Business-Getting campaign that has developed spontaneously on the Divisions and elsewhere recently. These results indicate what we can accomplish when we all work together for a common purpose.

"My personal thanks go to each employe who has had a part in bringing in new business.

"Now that we're off to such a good start, let's keep up the good work. In our everyday contacts everyone of us can help sell Southern Pacific and its service to friends, acquaintances, and the merchants with whom we deal. And we may well bear in mind that the greatest single thing we can do to attract new business is to make the service itself *attractive*—to make it easy and pleasant for shippers and passengers to do business with us."

Nearly all of the general officers and department heads present in San Francisco on August 17, including Vice Presidents W. A. Worthington, A. T. Mercier and J. T. Saunders, were the guests of the Office Supervisors' Council, at which time speakers for the Traffic Department urged the officers, office managers and chief clerks to lend every support possible in promoting the Business-Getting campaign now gathering momentum in all departments. A wire from Vice President J. H. Dyer who was in Denver, pledged full cooperation of the Operating Department.



and others have been writing American Legionnaires urging them to use S. P. lines in going to the convention in Los Angeles this month.

Traffic offices are anxious to get these tips and will do everything humanly possible to follow through quickly and try to make the sale. But, as was previously mentioned, the small traffic solicitation forces are up against a tough job in every district. So whenever possible the employe should use his personal influence in creating such a favorable impression of S. P. service that the prospect will be willing to call at one of the convenient downtown traffic offices, particularly if it involves passenger business, rather than being promised that a salesman will make a personal call. Or perhaps the employe is in a position so he can accompany his prospect to the Company's ticket or freight office, which he should do by all means if possible.

3. **Do your part in creating for S. P. the reputation of being a friendly railroad; a railroad that appreciates its customers; a railroad that is easy and pleasant to do business with.**

We ourselves trade day after day with a merchant because we like him or his clerks. We go back time and again to a shoe store or a haberdasher because we like the product and the personal attention the salespeople give us. It's the same way with persons who have transportation to buy. If we fall down in the quality of our service; if we fail to treat them with friendly consideration; or if we greet their telephone calls with indifference, we certainly can not hope to invite or hold their good will.

4. **In your contacts use every opportunity to drive home the fact that the railroads are staggering under the handicap of legislative regulations not equally shared by other means of transportation.**

Of the four "ways" of transportation in this country—waterway, airway, highway and railway—only the railroads build and maintain their own "ways" without the aid of money we all pay in taxes. More than that, the money the railroads pay in taxes on their own "ways" helps to support schools and other functions of government.

Many examples of the unfair position the railroads are in could be cited, but none is more emphatic than the incident of last spring when devastating floods swept southern California. The railroads spent many hundreds of thousands of dollars in restoring service over their lines, while highway competitors had their "ways" opened for traffic by the state pouring out huge sums from public funds.

Remember these four points, and let's join in a concerted effort to create friendliness, understanding and more business for Southern Pacific.

SLOGAN: *S. P. Club Offers $100 in Prizes For Slogans to Use in Business-Getting Drive*

As a means of further stimulating interest in the systemwide Business-Getting Campaign, Southern Pacific Club of San Francisco has announced a $100 Slogan Contest, with a first prize of $50 to the employe who submits a winning slogan to be used in connection with the campaign. Second prize will be $20, with other prizes of $15, $10 and $5.



"Southern Pacific Club really means business—more business," explains R. P. Harding, chairman of the Club's Business-Getting Committee, to Margaret Donohue, Club representative, calling attention to poster on display in General Office lobby.

Slogans must not exceed ten words, and will be judged on their applicability to the campaign. In case of ties, prize will be awarded to the participant submitting the most productive, bona fide business tips. All entries must be in the hands of the Slogan Contest Chairman, Geo. D. Frey, Room 531, 65 Market St., S. F., not later than 1:00 p.m., Oct. 15. Contest blanks have been distributed throughout the system and employes may submit as many slogans as they wish. The contest is open to all employes of Southern Pacific and subsidiary companies, except officials, Advertising and News Bureau employes, and members of the Club's Board of Governors.

Southern Pacific Club of San Francisco has taken a very active part in this campaign right from the start, having distributed business-tip blanks to employes in the Bay District, and setting up its own bureau to assist the Traffic Departments in handling the tips turned in. R. P. Harding, chairman of the Club's Business-Getting Committee, reports that close to 200 tips were received during the first ten days of the campaign, and that 80 per cent of them resulted in sales.

Others on the committee are C. B. Kleupfer, asst. chairman; L. J. Lyons, publicity; E. W. Wenburg, secty.; Arthur Harris, U. R. Dorrett, Geo. Frey.

Mr. Dyer Says—

In expressing his thanks to those who have been so helpful in the Business-Getting Campaign, Vice President J. H. Dyer asks every one to bear in mind that no item of possible freight or passenger business is too small to be worth trying to direct to S. P. through contacts with our acquaintances and merchants with whom we trade.

"Whenever and wherever you may hear of trips or shipments being planned," he says, "tell the prospective traveler or shipper the advantages of Southern Pacific service. In each case turn in the tip promptly to your superintendent, or, when especially quick action is necessary, give the tip to the nearest traffic office and then inform your superintendent of what you have done.

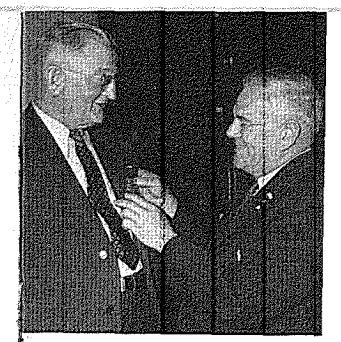
"And remember that a most important way for us to get more business is to give so outstanding a class of service that travelers and shippers will greatly prefer to deal with us rather than our competitors. **Let's back up our sales with service."**

TRIBUTE: *Columnist Lessing Takes Look "Behind Scenes"*

Ninety-nine times out of a hundred the *Daylight* arrives at its terminal on the dot. One of the rare occasions found Bruno Lessing, famous Hearst columnist and world traveler at 3rd Street Station, San Francisco, to meet his wife. When the streamliner was announced late, he went to Superintendent J. J. Jordan's office for information. There he found the Coast Division boss obviously worried and his assistant, L. P. Hopkins on the phone to San Jose, where the *Daylight* was delayed with a hot box.

All railroad operating men know, of course, that hot boxes will happen, just as do many other annoyances that interfere with smooth train operations. And when these things happen there are trained men everywhere who step quickly and efficiently into the breach, just as did the yard forces at San Jose and the officers in San Francisco.

But this "behind the scene" event gave Mr. Lessing opportunity for an "outsider" to get a glimpse of how the railroad functions in such emergencies; and he was mightily impressed. So much so that he wrote a column about "these men—conscientious units in a vast organization—who had been following and controlling the destiny of that train without a single passenger being aware of it." Mr. Lessing's comments were a tribute to railroaders everywhere.



Honored guest at a meeting of Brotherhood of Railroad Trainmen Lodge No. 71 of Oakland on August 22, Superintendent G. E. Gaylord, received a gold pin as a token of remembrance from the Lodge, commemorating his 50 years of service with Southern Pacific. President W. S. Harding is shown making the presentation.

GAYLORD: *Youth Who Came West to Get Away from Snow Turns Half Century with S. P.*

ALTHOUGH it showed black on the calendar, August 22 of this year was a real "red letter" day for Superintendent George E. Gaylord of the Company's Western Division, with headquarters at Oakland Pier.

On that date he completed half a century of service with the Southern Pacific Company. But what's more, he's still on the job, going strong!

Railroading came naturally to Mr. Gaylord. His father was a construction superintendent for Chicago & North Western lines, and it was with his dad's outfit in Iowa that he first went to work as a water boy. That was in 1885, at the age of 13.

In 1887, when he was 15 and quite grown up, young Gaylord got a job "firing" a switch engine in the construction camp yards. Then, one winter day, the switcher was sent out on line with a load of construction materials, and ran into a first-class blizzard.

The storm was the worst in years, he recalls, and the work train was soon stalled and snowed under in a deep cut. With the other members of the crew, Fireman Gaylord found refuge in a nearby farmhouse where he had to remain for three days. The outside temperature was 42 degrees below zero.

"Right then," he says, "I made up my mind to find a warmer winter climate. So I quit my job as soon as I got back to camp, and headed west on a one-way journey to the Pacific Coast."

Mr. Gaylord was barely 16 when he arrived in California, after several months on the way, and his employment by Southern Pacific was practically simultaneous. He landed in Oakland August 21, 1888, and went to work for the Company the very next day as a freight brakeman, on the lines over which he now has supervision.

His first run was from Oakland to Sacramento by way of Port Costa and Benicia, and he well remembers his surprise when the train was placed aboard the old car ferry for the transfer across Carquinez Strait. No one had told him about that feature of the trip.

"It was so foggy you couldn't see the opposite shore," says the veteran superintendent, "and for a while I wasn't sure whether I had hired out as a railroader or as a seaman on an ocean-going barge." In time, he became a freight conductor, and in 1895 was made stationmaster at Oakland Pier. This led to the position of trainmaster, with jurisdiction over the district between Tracy, San Jose and Oakland.

Promotion to assistant superintendent of the Western Division came to him in 1916, and two years later he became superintendent of Stockton Division.

In 1925 he was transferred to Los Angeles as head of that division, but returned to Stockton in 1928. When the latter division was merged with the Western in 1931, Mr. Gaylord was placed in charge of the combined territory, where he has since remained.

On the occasion of his 50th anniversary with Southern Pacific, Superintendent Gaylord received hundreds of congratulatory messages from friends in and out of the railroad family. And on the night of August 22 he was the guest of honor at a meeting of the Brotherhood of Railroad Trainmen in Oakland.

Good fortune, he declares, more than smiled on him when, by a happy combination of circumstances, he was able to make the West his home and railroading his career. He has never ceased being thankful for the double privilege.



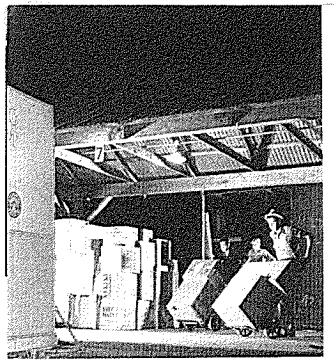
Long before the day of August 22 had ended, Supt. Gaylord's office was banked with flowers, and his desk piled with telegrams and other messages from friends throughout the West congratulating him on his splendid record of railroad service.

Among the scores present at the BofRT meeting to extend congratulations to Mr. Gaylord were A. Cooley (shaking hands) and M. E. Somerlott, vice chairmen, gen'l committee, BofRT; and (in back, left to right) Harry See, state legislative representative, BofRT; C. H. Reddington, retired trainmaster; brother Jack Gaylord, conductor, East Bay Electric Lines; and F. E. Sullivan, trainmaster, East Bay Electric Lines.



VETERANS: *Help to be Given on Retirement Applications*

Veterans planning to retire under the provisions of the Railroad Retirement Act may now call on some specially designated person to assist them in filling out the necessary application blanks. Details of the plan had not been worked out when the *Bulletin* went to press, but officers and employes of the General Office are to apply at the office of the Secretary, Board of Pensions, for assistance, while those out on the line may call at the offices of the superintendents of the divisions or general shops, or at the general stores. This arrangement became effective September 1. It is also suggested that veterans notify their employing officers two or three months in advance of the date of retirement and arrange to execute their applications prior to time of retirement so all will be in readiness for them to receive their annuity checks without having to miss a payday.



It's midnight at Tracy, where merchandise shipments are being transferred from S. P. freight cars to P.M.T. trucks for speedy delivery over a wide area of San Joaquin Valley so that merchants and other local firms will have their goods at the beginning of the business day. This is typical of the overnight service now available to a large portion of Southern Pacific's western territory.

OUR PRODUCT: *High Spots in S. P. Service for Business-Getters to Remember*

Freight Traffic

WHAT have we got to sell in the way of freight service?

Nothing but the most thoroughly modernized system of freight transportation to be found anywhere in America!

That's no enthusiastic exaggeration, but a fact of which employe Business-Getters may proudly boast whenever they have a chance, particularly in their contacts with local business firms since an outstanding feature of Southern Pacific's diversified freight service is the rapid delivery given merchandise shipments throughout the West.

It is this phase of the Company's freight service that employes can promote most effectively in this Business-Getting campaign. But before explaining it more fully let's have a glance at the whole of Southern Pacific's freight operations. Here are some highlights of the service:

- **Over 16,000 miles of lines in western and southern states (solely owned or controlled) that link into the rail transportation network upon which the nation's industry must rely for development and prosperity;**
- **Operates 64,300 freight and 38,800 refrigerator cars and has 7,000 miles of truck routes coordinated with its rail system;**
- **Extends from coast to coast with its rail lines meeting its steamship lines at Galveston and New Orleans;**
- **Pioneered and fostered the expansion of industry, agriculture and horticulture throughout the West, and on which western growers of fruits and vegetables depend for moving 70% of their crops to markets;**
- **Is geared to handle anything from a small package of merchandise to a many-ton machinery shipment, not one that just skims the cream off the most lucrative of available freight traffic;**
- **Is dependable and responsible, one that operates day in and day out through all kinds of weather—and one that shippers can always rely on to make fair adjustments if freight suffers damage through fault of the railroad;**
- **Handles merchandise freight across the continent in regularly scheduled fast freight trains that during last year maintained a 91% on-time performance, in spite of the heavy snow of last winter and the floods in March that raised such havoc with transportation in southern California;**
- **Provides more than 75% of the revenue taken in by S. P. each year;**
- **Is specially adapted to help manufacturers and wholesalers in expanding their trade areas through rapid overnight rail-truck movement of less-than-carload shipments; which brings us to a discussion of the service employe Business-Getters can help tremendously in publicizing and selling.**

Southern Pacific pioneered the way in this highly specialized, precision freight service and its methods of coordinating trains and trucks in fast pickup and delivery of merchandise shipments has become the pattern adopted by many other railroads.

From its early beginning in March 1929 in a limited territory adjacent to Los Angeles, this type of freight service expanded rapidly because it found favor with less-than-carload shippers and today embraces the railroad's entire Pacific Lines.

Truck service is provided by the subsidiary Pacific Motor Trucking Co. Local pickup and delivery between freight station and business houses is handled most generally by contract draymen, although PMT performs this service in a few of the larger cities.

10 Fast Merchandisers

As the service grew in volume there developed the need for special overnight trains operating between major points on schedules as fast as passenger trains so that early next morning deliveries could be made to local business houses. First of these trains was the *Overnight* established October 22, 1935, between San Francisco and Los Angeles.

Success of this train led to inauguration of ten more trains and services of similar character, creating a net work of train-truck routes covering California, Oregon and part of Nevada, giving shippers in the San Francisco bay district, Los Angeles, Portland, Sacramento, Stockton, Fresno, Reno, and other distribution centers overnight delivery of merchandise freight to customers in their respective trade areas. Phoenix and Tucson have similar service in their territories.

For instance San Francisco bay district shippers can have their merchandise picked up at their store door in the afternoon and delivered next morning to anyone of their customers' doors in more than 500 cities and towns, over a radius in some instances of nearly 500 miles from the San Francisco firm. The accompanying map shows how the service spreads out from other principal distribution cities.

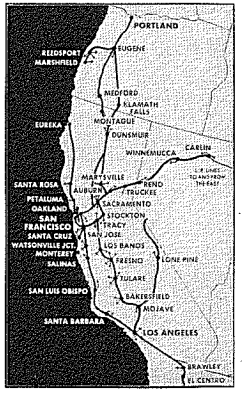
Cheap for the Service

Considering the high speed feature of this elaborate and complete merchandise freight service, a person might think it would be too costly for the average merchant. The rates, however, are sufficiently low so that the railroad has been able to meet its competition throughout the Pacific Coast territory.

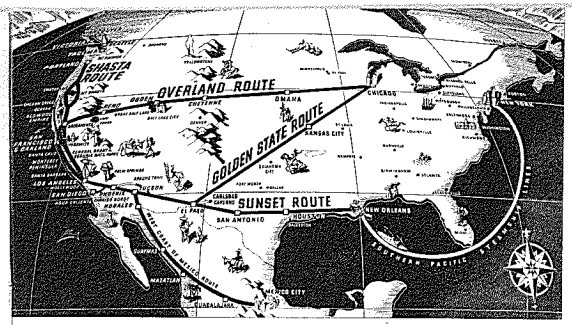
A grocery merchant in Oroville, for instance, ordering canned vegetables from wholesaler in San Francisco can have the freight picked up at the door of the wholesaler and delivered to his door in Oroville, Calif., a distance of 148 miles, for 58c per 100 lbs.; and for a shipment weighing between 75 and 100 lbs. his total freight charge would be 70c. For a small additional fee it is not necessary for him to make credit arrangements with the San Francisco distributor, but can have his shipments delivered on a C.O.D. basis.

The shipment in this particular instance would be handled by fast merchandise train to Marysville, transferred during the night to a PMT truck and moved to Oroville for early morning delivery to the grocery store.

Employe Business-Getters can all do very effective work in urging their local business firms to give Southern Pacific's merchandise freight service a trial, in addition to giving our salesmen tips on carload freight.



This map shows the extent of Southern Pacific's network of overnight routes for merchandise freight deliveries. Heavy lines indicate the routes of famous Overnight freight trains. Points marked by arrows are those from which fast highway trucks, in coordination with trains, offer pickup and delivery to and from hundreds of on-line and off-line points. Virtually all places served by this speedy, efficient and successful train-truck network are within an overnight radius of at least one of three cities: San Francisco, Los Angeles or Portland.



Above are shown the Four Scenic Routes of Southern Pacific. For a trip to the East, each route is a possible way to go and each a possible way to return. In all there are sixteen different ways to vary a journey. Also an S. P. roundtrip ticket, offering a wholly different landscape each day, costs no more (from most points) than an ordinary back-and-forth roundtrip over the same route.

Passenger Traffic

WHAT kinds of passenger service have we?

Well, taking Southern Pacific's system as a whole, we've got everything that is listed in the present-day catalogues of any modern railroad, plus bargain fares for local roundtrips so low they are getting travelers out of their private automobiles; also plus a variety of scenic and resort attractions equaled by no other railroad in the country.

Some of the principal features are:

- **Finest types of speedy, de luxe streamliners in transcontinental and local service; the 39¾-hour Diesel-powered *City of San Francisco* and the 48-hour semi-streamlined beautifully appointed *Forty-Niner* between San Francisco and Chicago; the sensational *Daylights*, 9¾ hours between San Francisco and Los Angeles, world's most heavily traveled trains; and the two *Sunbeams*, 4 hours 25 minutes; between Houston and Dallas;**
- **Other fine trains in transcontinental service, such as the *San Francisco Overland Limited, Sunset Limited, Golden State Limited, Cascade;* and similar trains for local services everywhere in the West;**
- **Economy trains, *Californian* between Los Angeles and Chicago, and *San Francisco Challenger* between northern California and Chicago, with ultra comfortable chair cars, modern type tourist sleeping cars, lounge, diner and other train conveniences for those who want moderate cost;**
- **Fares that match those of any other railroad and that in many cases are little, if any, higher than those of the bus; low fares on the Economy Trains and elsewhere for coach and tourist passengers; and exceptionally low fares on certain local routes;**
- **Largest fleet of air-conditioned cars operated by any railroad west of Chicago; 394 cars of our own (chair cars, coaches, diners, club, lounge, observation) and 360 Pullman-owned cars assigned to our lines;**
- **Four Great Routes for transcontinental travel through scenic and historic country so that a passenger can, in most cases, go East or West over one S. P. route and return over another at no extra ticket cost, though more mileage may be involved;**
- **S. S. *Dixie*, famous S. P. passenger steamship connecting at New Orleans with trains for delightful voyages between that port and New York;**
- **Unsurpassed dining car service featuring the moderate-priced Meals Select menu which was introduced by S. P. to American railroads; also low-priced meals at 25c for breakfast, 30c for lunch, and 35c for dinner on the Economy Trains;**
- **Friendly personal services from trained sales forces, station personnel, train crews, and featuring stewardess-nurses on the *Californian, S. F. Challenger, City of San Francisco, Forty-Niner* and *Overland*.**

Taking our service and fares by Districts we find:

Central District

Out of San Francisco to the East there are a number of fine trains, including the streamlined *City of San Francisco* and *Forty-Niner* (extra fare trains), and the *Overland Limited;* Sunset Route has the *Sunset Limited* via Los Angeles to New Orleans. Northbound are the *Cascade* and other trains.

From San Francisco a passenger can go to New York via our Overland Route returning via the Sunset Route through New Orleans without any additional ticket cost. He can also go to New York via our Shasta Route to Portland thence East over the northern United States lines, returning Overland, Sunset, or Golden States Routes without additional ticket cost.

As an example of the economy of travel, roundtrip fares from San Francisco to Chicago are as follows:

Firstclass, good in standard Pullman (berth extra).....$90.30
Tourist class, good in Tourist Pullman (berth extra).....$74.00
Coach Fare, good in coaches and reclining chair cars....$65.00

As previously indicated, these coach and tourist fares apply on the *Challenger*, with special low priced dining car meals and stewardess-nurse service.

Service between San Francisco and Portland is provided at the following fares:

Firstclass, roundtrip fare.....$33.70
Tourist class, roundtrip fare..$25.30
Coach, roundtrip fare.....$22.50

Between San Francisco and Los Angeles there is the fine, streamlined *Daylight* down the Coast Line; the *San Joaquin*, a daylight train down the San Joaquin Valley; also fine overnight service in the *Lark, Sunset Limited, Coaster* and *Owl*.

The record breaking coach fare of $6 one way, $10.80 roundtrip, between San Francisco and Los Angeles is good for travel on the *Daylight*, and, an important selling point is that the entire trip can be made by rail without any changes en route.

Overnight trains between San Francisco and Los Angeles carry comfortable coaches or reclining chair cars, except the *Lark*, which is all Pullman, so people wishing to travel at night on these fares can do so without losing working time.

First class fares everywhere are on a very moderate basis and we have coach fare bargains applying not only to San Francisco but between other points on our lines. For example, between San Francisco and Sacramento we have low coach fares daily which cannot be beaten by any other form of transportation, and the train service is faster than private automobile (at normal rate of speed) or by bus. On Sundays and holidays the roundtrip fare is $1.25 between San Francisco and Sacramento, or $1.00 between Oakland and Sacramento.

Northern District

Discussion of fares and service out of San Francisco gives the information as to service between Portland and San Francisco. Residents of the Northwest have a fine bargain in that they can go East via California, using our lines without any extra railroad ticket cost,

giving them opportunity to take in many California attractions on an eastern trip.

Service on the Shasta Route is fast so that a trip East through California from the Northwest takes very little more time which, with the low fares and general train comfort, makes S. P. service a bargain as compared with other forms of transportation.

Southern District

While S. P. has no streamliners running directly East from Los Angeles to Chicago, we do have the fine, fast *Golden State Limited*, one of the country's famous trains that offers an extra fine service without extra fare. This has great appeal to many people who want to travel very comfortably and who are glad to save money at the cost of only a few hours additional time. Since a roundtrip on the streamliners costs a total of $30 in extra fare, it is easy to see why the *Golden State Limited* is popular.

Also, out of Southern California we have the *Californian* operating over the Golden State Route which, as previously stated, is a coach-tourist train with economy meals, stewardess-nurse service, and no extra fare.

The *Sunset Limited* and *Argonaut* also operate out of Los Angeles to New Orleans providing a fine service through Texas and the Old South. Employes are asked especially to bring this service through New Orleans to the attention of their friends as New Orleans is well worth visiting and people going East that way, using rail or our Steamer *Dixie* between New Orleans and New York, almost universally report an interesting journey.

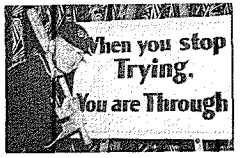
It costs no more to go East through New Orleans, returning Golden State Route, than going via Golden State Route both ways. Also, a Los Angeles resident can go East through San Francisco both ways or return via Golden State or Sunset Routes without extra ticket costs. Thus people from Los Angeles can come north and use the *City of San Francisco*, *Forty-Niner*, or other trains, seeing San Francisco en route, returning via Golden State or Sunset Routes. Nominal additional ticket cost is involved if Southern California residents go or return via the Pacific Northwest.

Roundtrip fares from Los Angeles to Chicago are the same as from San Francisco to Chicago. From Southern California S. P. has fine, fast, frequent service to Phoenix, Tucson, and El Paso. Low roundtrip fares between Los Angeles and those cities are as follows:

	1st class	*Tourist Coach*	
L.A.—Phoenix	$19.15	$18.20	$16.20
L.A.—Tucson	$22.65	$21.55	$19.15
L.A.—El Paso	$36.80	$34.95	$31.10

Ariz.-N. M. Districts

Phoenix, Tucson, and El Paso, of course, have the service of the *Golden State Limited* and *Californian* to Chicago, and the *Sunset Limited* and *Argonaut* to New Orleans. Phoenix has, in Southern Pacific, the advantage of fast, direct, main line service to the East and to Pacific Coast cities. Southern Pacific serves Tucson exclusively, and gives El Paso the fastest, most direct service to the Pacific Coast.



BASEBALL and the slogan successfully used by a Pacific Coast League manager in lifting his team from a mediocre position to one at the top of the percentage column, was the theme of one of the recent Sales Meetings which are frequently held by the Southern District Passenger Traffic forces in Los Angeles. Ticket Agent M. S. Stewart of Huntington Park, did a professional job in modeling as the baseball player. The meeting was attended by 121 officers, salesmen and other employes in the traffic district, and several representatives from other departments. District Pas. Agt. C. A. Pestor conducted the meeting, the principal speakers being: E. C. Ingram, ass't to president; Tom Fielding, dis. freight agent; N. Kinell, ass't gen'l passenger agent; and H. P. Monahan, gen'l pas. agent, who emphasized how the baseball manager's slogan could be adapted by trafficmen.

Scenic Attractions

Southern Pacific serves most of the West's great scenic attractions and has been known as the "Road of a Thousand Wonders." Shasta Route from California to the Northwest is one of the most scenic routes in the country, serving Crater Lake and running through the Shasta Region, the Siskiyous, and the Cascades.

The Overland Route, San Francisco to Chicago, runs through the Forty-Niner country, over the Sierra, close to Lake Tahoe and goes across Great Salt Lake. This "Going to Sea by Rail" is a most unusual rail travel experience.

Both Golden State and Sunset Routes serve the interesting Southwest and side trips over the Apache Trail and to Carlsbad Caverns are highly worthwhile. The Apache Trail trip is taken out of Phoenix by motor coach and Carlsbad Caverns are reached by motor coach from El Paso. Attention is particularly called to the Carlsbad Caverns trip since this attraction has increased remarkably in popularity, the attendance at the Caverns having continued to double nearly every year.

We have already pointed out that the Sunset Route serves Texas, Louisiana, and the Old South, and New Orleans, its eastern terminus, is one of the world's most interesting cities. Here we find the vestiges of French and Spanish ownership. It is a city of historical charm, beautiful old homes, with a very romantic background.

The foregoing gives in sketchy fashion the highlights of our service and what we have to offer. In selling Southern Pacific service to your friends you can be entirely sure that they will get full value for their money; that the service we are offering is of the highest standard. We may well be proud of our transportation service, and in fact, enthusiastic. And remember that enthusiasm is one of the main factors in making a sale.

GUARDSMEN: *Training For S. P. Handling State Troops*

Encampments of National Guardsmen from California, Oregon and Nevada during the summer months gave Southern Pacific some nice passenger business and also provided the operating and traffic personnel with training in handling troops that National Guard officers consider an important phase of their annual maneuvers.

California divided its encampment at Goldtree, just north of San Luis Obispo, in two periods; the northern units maneuvering there from July 10 to 23, and the southern units from July 24 to August 6. Of the 5142 members of the Guard, 4400 moved into and out of Goldtree on S. P. trains. Eleven special trains moved the guardsmen to the two encampments, in addition to extra equipment on some regular trains.

Major General Storey and Adj. General Morehead supervised S. P. service at Goldtree from the National Guard's point of view, and worked in co-ordination with Gen'l Passenger Agent F. C. Lathrop and Sup't J. J. Jordan who were on the ground to look after the railroad's part of the job.

Nevada National Guard also held its encampment at Goldtree July 17 to 30, moving in special train from Reno. There were 187 guardsmen, coming from points as far east as Elko.

Oregon National Guard maneuvers were held at Camp Clatsop June 14 to 28, and were handled in four special trains into Portland from points as far south as Ashland on the Siskiyou Line and to Klamath Falls on the Cascade Line. At Portland the guardsmen were delivered to the S. P. & S. for handling to Camp Clatsop. This service was supervised by Sup't E. L. King and Gen'l Passenger Agent J. A. Ormandy.

Rose Brigade: Conductors and brakemen on the Coast Division who have adopted the wearing of a flower in their coat lapel, have made a decided hit with the San Jose Chamber of Commerce, according to Manager Russell E. Pettit. Many of the trainmen operating on the interurban commuter trains have their homes in San Jose, and the Chamber is pleased with the part they are taking in upholding the name "Garden City" for their community.

RAILFANS: *Interest Aplenty For Excursionists On S. P.*

Doors of the Los Angeles General Shops were thrown open to a group of enthusiastic visitors on August 6, when members of the San Francisco Model Railroad Club arrived for a look at some of the back-stage operations of a railroad. Arriving on the *Owl*, the party was met at the station by Wesley A. Hansen, passenger agent, and escorted to the shops, where James Bean, asst. engineer of tests and chief draftsman, ushered them through the grounds. Visits were also made to the Pacific Electric Macy Street repair shops where Foreman C. E. Rice acted as guide, and to the new Union Terminal, Union Pacific Shops, and the Century Model Railroad Club whose headquarters are in the Central Station building. The party returned to San Francisco on the *Daylight* the following day.

Another group of railfans traveled on S. P. lines last month when 372 members of the California-Nevada Railroad Historical Society boarded their special train, the "Pony Express," at Oakland on August 21, to travel to Placerville over a section of the West's first rail line. Lee Hudson, traveling passenger agent, Oakland, accompanied the party.

Applaud PMT Service: A recent experience of Mrs. Anna L. Thompson of Atascadero is a reminder of one of the many fine services that Pacific Motor Trucking Company has to offer, in this instance a type of service that all of us may have opportunity to tell our friends about from time to time. Mrs. Thompson shipped her household goods from Los Angeles to Atascadero by PMT, and upon her arrival the following day found her furniture already delivered and "in excellent condition—not marred in the least." Expressing appreciation of this rapid, efficient service, Mrs. Thompson concluded with the promise: "I shall tell others where to go for safe transit of goods."

Earnings Off 88%

For the seven months ended July 31, 1938, Railway Operating Revenues of Southern Pacific Lines amounted to $109,943,574, or $22,082,199 under the same period for 1937, a decrease of 17 per cent.

During the same period Railway Operating Expenses were $91,333,311 or $9,864,846 under the same period for 1937, a decrease of 10 per cent.

After deducting tax accruals of $10,689,435, and net rentals paid for use of equipment and joint facilities totaling $6,270,892, there was left Net Railway Operating Income of $1,649,936, or $12,392,340 under the same period for last year, a decrease of 88 per cent.



STEEL girders from mills at Gary, Ind., recently moved over S.P. lines into Los Angeles. The massive units, whose weight ranged from 19 to 35 tons each, were unloaded with a heavy-duty crane at the 50th Street Freight Station. Two freight cars were required to hold some of the girders, which army engineers directing flood control work along Compton Creek in southern California will put in place on an S.P. bridge damaged during the floods last March.



PEARS from Lake County, Calif., were being moved during August to marketing centers throughout the United States and foreign countries. And despite the fact that no rail lines serve the Lake County pear growing section the crop has moved smoothly and swiftly through coordination of truck-railroad service using facilities of the Pacific Motor Trucking Co., the Northwestern Pacific and S. P. lines. In picture above is most of the PMT force that handled operation of the fleet of large trucks that handled the fruit from Lake County packing sheds to the railroad at Ukiah, Hopland, Santa Rosa, Petaluma and Sebastopol. Right to left: J. G. Coburn, district manager; Watt Thompson, sup't of operations in Lake Co.; Sidney Jordan, Geo. Dunn, Lawrence Carson, Ed Bower, John Shirley, Geo. Looney, Milton Frey, Jim Brown, Wes Green, Douglas Sproston, John Bankston. Kneeling: Gus Linden and Harmon Hall.



WOOL from the Umpqua Valley in southern Oregon ready to be unloaded and moved through the S. P. warehouse at Roseburg for shipment to Portland. This was just one of several shipments during the season handled from this district through Roseburg, Oakland, Drain and Myrtle Creek, which for this year has amounted to 20 carloads, or 98 per cent of the wool produced in the territory. Wool produced in other districts served by S. P. in western Oregon is assembled at such stations as Salem, Albany, Corvallis, Marshfield, and in the Rogue River Valley. There is also considerable movement from Klamath Falls and Lakeview districts. S. P. gives special expedited handling on wool shipments. There is heavy bidding by truck lines for all this traffic, but excellent service, attractive rates and close cooperation with buyers and others in the industry has held a considerable amount of the annual haul to the railroad.



General Advertising Agent F. Q. Tredway extends best wishes to Walter Maddox who ends nearly half century of service with S.P.; for more than thirty years in charge of preparing timetables.

MADDOX: *Timetable Wizard Will Retire to Ranch Life*

The fellow who knows more about timetable preparations than anyone else in the railroad—Walter Maddox—retired August 31, after 49 years, 2 months service in the Passenger Traffic Department, most of which was spent in the Advertising bureau.

During practically his entire career Mr. Maddox has been literally surrounded by the Company's timetables. Shortly after he entered service as a messenger on June 15, 1889, he was placed in charge of the advertising stock room, and in 1900 was made a general clerk, devoting considerable time to the preparation of timetable folders. In 1906 he was placed exclusively on timetable preparation work, and has been in charge of this exacting job ever since.

Although he has a large album of cartoons, poems and jokes based on the ancient gag about the difficulty of reading a timetable, Mr. Maddox will tell you that to the man who compiles them and has the responsibility of presenting clearly the large amount of information they contain, the subject of timetables is no joke. And he should know, for during his incumbency he has produced two hundred and fifty million timetable folders!

Mr. Maddox is proud of the fact that during his long years of service he has averaged less than half a day per year off due to illness. It is only natural then, that he does not intend to step from his job into a life of inactivity. He and his son own a small fruit ranch in Orland and there, with Mrs. Maddox, he will make his home and busy himself with the chores.

On the eve of his retirement he was presented with a desk, chair, lamp and filing case from employes of the Passenger Traffic Department, and numerous gifts from friends in outside firms with whom he has had business dealings.

Burglar (to young son): "I didn't spank you for taking the jam, my boy, but for leaving your fingerprints."

2000 Safe Toes

MORE toes on more pairs of feet are safer from injury at Los Angeles General Shops than at any other shop on Pacific Lines; and the same goes for the all 'round safety of 400 feet!

All of which is assured through the fact that 200 of the Los Angeles shopmen are wearing Safety Shoes of the type approved by their Safety Committee. The result has been that foot injuries among the Los Angeles shopmen are at the lowest level of any large shop unit.

"More than 1000 pairs of Safety Shoes are now being worn by Pacific Lines' shopmen," states A. A. Lowe, assistant to general manager. "These sturdy but comfortable shoes are reinforced by a metal covering over the toes which has in numerous instances withstood heavy weights dropped on them to guard the employe from what would certainly have been a painful injury."

HANDLEY: *General Manager, S. P. de Mex. Leaves Service*

A. D. Handley, general manager of the Southern Pacific Railroad Co. of Mexico, retired from the service on September 1st, due to failing health, ending a railroad career that began with the Texas Lines in 1904. He started in train service and was transferred to the Mexican Lines as assistant superintendent in 1926; promoted to superintendent in 1927; and to general manager in 1936. While with the Mexican Lines he made many friends and before his departure from Guadalajara officers and employes gave him a farewell banquet. General Auditor W. C. Doudna expressed his good wishes and those of all present for a pleasant and restful future.

Q. R. R.: *A Call For Help to All Amateur Radio Operators*

Recognizing the value of the Amateur Radio service given in emergencies, such as the Southern California floods of last March when wire and phone service was disrupted, it has been suggested that a voluntary amateur net be formed to meet future Southern Pacific Co. emergencies with a corps of trained operators and equipment sufficient to avoid the delays and uncertainties which have previously existed due to lack of organization, and to have amateur communication and Company representatives available when and where needed.

The present plan, according to Geo. E. Miller—W6JXR—Freight Traffic Dept., Room 725, 65 Market St., San Francisco, is to organize the amateurs within the Pacific Lines ranks, either employes or employes' families and friends, and to supplement that force by other amateurs as found advisable at strategic points to complete the net. Participation is to be entirely voluntary and will not interfere with any other activities. The S. P. net would work in harmony and cooperation with existing nets.

"This is a Q. R. R. to all amateurs on the Pacific Lines to immediately contact me," says Mr. Miller. "To others it is an invitation to present the matter to their amateur friends who might be interested or advise me for communication direct."

"Railroadman:" Memoirs of an old-time railroader who started to work in the '70's, when coal-oil lamps were regarded as "swanky modern equipment" and when brakemen and switchmen worked under conditions of danger and hardship are excitingly revealed in the new book, "Railroadman," by Chauncey Del French. The story concerns the experiences of the author's father, Henry Clay French, who began railroading in 1873 and retired in 1930. Replete with railroad history, it has been hailed by critics as an outstanding story of a "generation of workingmen whose lives were as heroic as those of the pioneers and trailbreakers." It is published by The Macmillan Company.



SALUTE to a noble engineer who was singled out at 3rd Street Station in San Francisco on Aug. 9 as the lucky fellow to accept such a delightful tribute in the name of all his railroad brethren for the rules they have played down through the years in making American railroading the grand institution it is. The idea was suggested by an enterprising reporter of the Call-Bulletin. The occasion was the 107th anniversary of the day in New York State when the historic "De Witt Clinton" steamed out of Albany pulling three converted stage coaches loaded with adventurists popeyed over the distinction of traveling the 17 miles to Schenectady in the astonishing time of less than one hour. The young lady is Marguerite Gomez of the S. P. General Office. And the engineer is jovial W. J. "Bill" Baumeister, who was extremely happy to be caught so by surprise just before he pulled the "Daylight" out of the S. F. terminal. "Bill's" locomotive, by the way, is the world's largest and most powerful streamlined steam locomotive; its length of 110 feet and weight of 333,000 lbs. slightly dwarfing the 15 feet and 12,000 lbs. of its famed ancestor.

MEETINGS: *Everywhere Over System Employes Hear Messages on Business-Getting*

FOLLOWING is a brief summary of some of the 17 major Business-Getting meetings held recently on various divisions and at the General Office; also mention of the many smaller meetings.

Principal speakers from the General Office who have joined with the Operating Dep't, Shops and Stores officers on line in presenting the subject to employe groups, and who have been assisted by traffic officers in the various districts, are: S. K. Burke, ass't to vice president, system freight traffic; F. E. Watson, ass't to vice president, system passenger traffic; and K. C. Ingram, ass't to president. C. E. Peterson, ass't to vice president, system pas. traffic, spoke at Eugene and Brooklyn. They covered the subject in its many phases, and the major points in their discussions are included in the leading articles of this issue.

Western Division: Stockton meeting July 29 was attended by 110, many coming from stations on the east and west sides of San Joaquin Valley; conducted by Ass't Sup't J. J. Sullivan. Speakers: Mr. Burke, Gen'l Passenger Agent R. C. Lathrop, and Ass't Gen'l Freight Agent L. A. Brockwell, also impromptu remarks by Agents E. J. Rieff, Jr., C. Pennington, H. H. Needham, J. A. Tandrow, W. B. Reynolds and C. R. Moore; Engineer E. S. Glanville, Gen'l Yardmaster A. D. Hazlett, Yardman J. H. Wise. Smaller meetings held by: Agent E. L. Bryan, Martinez; Agent O. B. Otis, 5th Street, Oakland; Agent E. L. Dyer, Richmond; B&B Sup'v. J. F. Harbor at Alvarado, Alviso, Crockett, Turlock, Farmington, and Cygnus; Roadmaster O. M. Barlow at Oakland, Berkeley and Alameda; Signal Sup'v F. S. Starratt, West Oakland; and Div. Engineer F. A. Berdoll; also to section gangs at French Camp, Ripon, Livingston, Merced, Athlone, Minturn and Goodfellows on the division. Also a meeting was scheduled for Aug. 31 in coach shop of West Oakland Car Dep't.

Rio Grande Division: Staff officers, accompanied by Traffic Dep't representatives, held meetings at various points. "More Sales Mean More Jobs" has been the theme emphasized. Ass't Sup t L. C. Gran conducted meeting of 81 employes at Tucumcari Aug. 17, and one at Carrizozo following day attended by 71 employes. These were follow-ups of ones held the previous month. He thanked those who had been actively trying to create more business and, in turn, introduced Ass't Gen'l Freight Agent S. R. Shields and Trav. Pas. Agent F. O. Stain, both of El Paso, who reviewed the general situation affecting the railroad and offered some practical suggestions as to how employes outside the traffic departments can be of assistance.

Los Angeles Division: More than 750 employes from the division, shops, stores, traffic offices and subsidiary companies in that district attended the meeting called by Sup't C. F. Donnath Aug. 15 in the Pacific Electric Club auditorium. Mr. Donnath pointed out, among other things: that rail operations are now about 15 to 18 per cent under normal; that jobs have been reduced proportionately; that the only way to get those jobs back is to get additional revenue; that the Traffic Depts. are doing their utmost, but that they need the help of everyone else in the railroad. Gen'l Freight Agent G. J. Bloch and Ass't Gen'l Pas. Agent Nels Kinell expressed appreciation for the interest that had already been shown by employes in all branches of railroad work. Mr. Ingram and Mr. Burke spoke, as did also President O. A. Smith of the Pacific Electric. In furtherance of the campaign in southern California, Gen'l Pas. Agent H. P. Monahan is issuing a periodic circular entitled "It Can Be Done," in which are noted some of traffic sales resulting from employe efforts.

Coast Division: Three big meetings: San Luis Obispo Aug. 9, attendance 81; San Francisco Freight Station Aug. 12, attendance 185; and Bayshore Shops Aug. 19, attendance 600. Sup't J. J. Jordan presided at all meetings. At San Luis Obispo he suggested in particular that employes and their respective organizations should remind the merchants with whom they trade that they are dependent upon S. P. for their employment, but that this be done in a friendly, understanding manner. Other speakers included: Agent T. F. Delaney, Car Repairers L. Leitner and Bruce Hamilton, Engineers Dick Hollings and W. B. Shiffette, and retired Roundhouse Foreman John Jonson.

The SP Freight Station meeting was opened by Agent J. G. Dahlstrom introducing Sup't Jordan who stated payroll in the SF terminal district was $400,000 monthly, or $681,400 monthly on whole of Coast Div.; that in other times when we had the business it amounted to $600,000; and pointed out that the 650 employes in the SF Freight Station had opportunities through their friends to help get back some of the jobs that used to be there. Trucker T. Mullen, one of the employe speakers, stressed the fact that the principle of the whole campaign was one of self preservation and that it was up to everyone to help get the business as a step in preserving their jobs. Other speakers were: Mr. Burke and Mr. Ingram, District Freight Agent C. M. Biggs, Ass't Chief Clerk W. J. Quinn of Gen'l Pas. Dep't.; Chief Clerk Walter Fell of Dis. Pas. Office; Asst. Agt. M. S. McKenna of Drumm Street; D. J. Coyne of Pullman Co.; Conductor A. W. Basham, Clerk Geo. Elliott, Storekeeper J. J. Larrick (who offered a sketch as suggestion for windshield sticker), and Claim Adjuster S. A. Buckley.

Master Mechanic A. B. Wilson opened the meeting at Bayshore Shops. Sup't Jordan summed up the purpose of the campaign and called upon Mr. Burke, Mr. Ingram, Mr. Watson, Mr. Biggs and Pas. Agt. Geo. B. Hanson. Machinist E. W. Davis stated: "It is not often these officers of the Company come to us for help like this, and there is a reason for it—when the Company doesn't get more business some won't have fine jobs, some won't have ordinary jobs, and some won't have any jobs." Another speaker was Boilermaker A. Delfino, local chairman of his oraganization.

In addition to these principal meetings, others have been held at most of the principal stations on Coast Division. Cards were distributed for use of employes in acquainting merchants with fact that they are S. P. people, and many useful suggestions came out of the general discussions as to how the campaign can be conducted as well as suggestions as to how rail service in general may be made more attractive to local business houses. These meetings were: San Luis Obispo July 28, Palo Alto Aug. 5, San Jose Aug. 6, Guadalupe and South San Francisco Aug. 8, Salinas Aug. 10, Santa Cruz Aug. 11, and meeting of shed foremen at S. F. 4th and Berry Frt. Station on Aug. 15.

Master Mechanic A. B. Wilson has a letter from Wm. A. Elletson, secty. Local 257, Int. Bro. of Boilermakers, Iron Ship Builders and Helpers, stating that business getting cards had been distributed to the members of the local and that men had pledged their full support to the campaign.

Accounting Department: More than 1200 employes from the San Francisco General Office, divided in two groups, were assembled in the P. G. & E. auditorium Aug. 22. Meetings were conducted by Ass't Gen'l Auditor H. A. McCleer, and addressed by Mr. Burke and Gen'l Advertising Agent F. Q. Tredway. The sound motion picture of the *Daylight* was also shown.

Portland Division: Eugene, evening of Aug. 24, attended by 135, many motoring after working hours from Salem, Albany, Springfield and Cottage Grove; also meeting at Brooklyn following day attended by 500, mostly shop and yardmen. Mr. Burke spoke at both. Mr. Peterson, ass't to vice president of passenger traffic, as principal speakers at both meetings conducted by Sup't E. L. King. Ass't Gen'l Freight Agent W. H. Francis and Advertising Agent Leith F. Abbott of Brooklyn spoke at Brooklyn meeting. Mr. Peterson pointed out that passenger revenues on Pacific Lines had dropped about $660,000 so far this year compared with same period of 1937; that if each of our 45,000 employes could get $15 new business (price of ticket from Portland to San Francisco) the deficit would be wiped out. He also stated the bus lines are handling about 260 passengers daily from Oregon into California, or the equivalent of two good train loads.

Sacramento Shops: Nearly 1800 attended noon meeting Aug. 26. Flat car was used as a rostrum and a loud speaker system was loaned by Machinist James Chase. Sup't Motive Power A. D. Williams made the opening remarks introducing Mr. Burke who stressed the fact that the effort of every shop employe is needed in getting more freight and passenger business so there will be more and work to maintain shop employment. The meeting produced immediate results with the planning of several tips to the Sacramento district traffic office.

Stores Department: Ass't Gen'l Storekeepers E. J. Becker, Stockton; H. W. Concannon, W. Oakland; C. H. Thompson, Los Angeles; H. J. Smith, El Paso; also Stationery Storekeeper H. P. Buchenery, W. Oakland; and Ass't to Gen'l Storekeeper C. S. Jones, Brooklyn, have held meetings with their general foremen and section storkemen, who have in turn contacted groups personally. More than 300 employes assembled outside Store No. 1 Aug. 26 heard the business-getting subject presented by Mr. Burke, Mr. Lathrop and Dis. Frt. Agt. R. D. Owen. On Aug. 3 Mill Superintendent C. C. Cardwell spoke to his 50 employes at W. Oakland and distributed cards to present merchants, stickers for checks, and cards for reporting business tips.

San Joaquin Division: Following the meetings held at Bakersfield July 12 and Fresno July 27, Sup't J. D. Brennan has received enthusiastic responses. A weekly Business-Getting Letter is being addressed to all employes as a means of keeping up their interest and in passing on some outstanding examples of what individuals are doing. Rubber stamps with various phrases, such as "Help S. P. Purchasing Power by Using Our Service," have been placed in Sup't Office and Master Mechanic's Office, also with trainmasters at Fresno and Mojave so employes can choose one to stamp on their checks.

Steamer Division: Because of difficulty in getting only small percentage of employes together at a time, on account of working assignments of steamer crews, Sup't Cap't C. W. Heath has addressed a letter to each employe and has been contacting them personally in regard to the campaign.

Tucson Division: The S. P. Employes' Club at Nogales has been doing effective work since its organization July 11, also Agent A. L. Pixley is actively promoting the campaign around Tucson. Several good-sized freight hauls have resulted in addition to new passenger business. The S. P. softball team in Tucson is doing its bit by having the words "Ship and Travel by Rail" lettered on the back of their jerseys, which has considerable publicity value since 1500 to 2500 persons attend the games regularly.

El Paso General Shops: Supervisors have been devoting close attention to the business getting activity at their regular weekly meetings, and in turn each foreman contacts each man under his supervision. Local chairmen of the various crafts advise they have had the subject up in their lodge meetings and have urged the membership to support the campaign all possible.

Los Angeles Shops: Car Dep't forces met July 27 and Locomotive Dep't next day. Sup't Geo. B. Hart conducted meetings and was principal speaker. Others were: Gen'l Car Foreman W. H. Stone, Gen'l Loco. Dep't Foreman J. Harrigan; E. M. Griffin, local chairman, BRC of A; Machinist Chas. B. MacLellan; B. W. Hudson, passenger carman; and E. B. Ashbrook, president System Fed. 114 and gen'l chairman of boilermakers.

Salt Lake Division: Many fine tips have come in since the meetings held at Ogden on July 21, and those at Provo and Tucker July 25. Sup't J. C. Goodfellow has had helpful support from his staff officers, also from Geo. Holt, traffic representative at Ogden, and DF&PA T. Bergerson at Reno.

Sacramento Division: Every employe has received a copy of Vice President Dyer's letter asking their cooperation in the campaign, and all supervising officers are keeping the subject alive, with result that numerous profitable tips have been turned in.


Some More of Those . . .
. . . 45,000 Business Getters !
Conductor Basham
Agent Needham
Shop Speakers
Accounting Dep't
Agent Rieff
Sup't Brennan
Sup't Goodfellow
Tucumcari, N. M.
Eugene
West Oakland Mill
Machinist Davis
Los Angeles
Trucker Mullen
San Luis Obispo



Retired:

Employes whose annuity applications have been approved recently by the Railroad Retirement Board:

General Office: **Cecelius X. Hale,** station accounts clerk, Accounting Department. **Mrs. Nellie F. Fennelly,** senastress, DCHE&NS Dept. **Francisco A. Perez,** commissary helper, DCHE&NS Dept. **Paul T. Robinson,** engineer maintenance of way and structures, Engineering Department, **Walter M. T. Bartlett,** elevator operator, Building Superintendent. **John A. Bradshaw,** agent, Purchasing Department; **Edward A. Van Wynen,** paymaster, Treasury Department. **Miss Maybelle P. Emerson,** head file clerk, Freight Traffic Department.

Coast Division: **Charles W. Bradley,** check clerk; **Frank A. Grace,** yardman; **Robert Eccles,** clerk; **William C. Fralich,** clerk; **Leo A. Fuller,** telegrapher; **Charles Glass,** engineer; **John Hanson,** station agent; **Harry B. Nickell,** yardman; **Pete R. Olson,** coach builder; **Charles N. Wheeler,** yardman.

El Paso General Shops: **Ernest E. Lenoir,** machinist.

Los Angeles Division: **Ernest L. Somerville,** clerk; **Samuel F. Willard,** station agent; **Aleta C. Williams,** yardman.

Los Angeles General Shops: **Anthony T. Corcoran,** foreman machinists.

Rio Grande Division: **Reyes Alvarez,** section laborer; **William J. Davis,** teleg., clerk; **Jose M. Flores,** machinist helper; **Charles T. Haas,** machinist helper; **Wm. R. Huston,** brakeman; **John Reese,** engineer.

Sacramento Division: **Harry H. Houston,** agent; **George M. Moore,** machinist.

Sacramento General Shops: **Ono P. Cook,** boilermaker.

Salt Lake Division: **Frank Barger** laborer, **Peter Brow,** car repairer helper; **William Fields,** carpenter helper; **Edward E. Haynes,** machinist helper; **Frank P. Robertson,** B&B helper; **Henry H. Rogers,** machinist helper.

San Joaquin Division: **Miller Burnside,** general warehouse foreman; Jack Conley, B&B foreman; **William B. Haines,** teleg.; **William Van Tible,** carpenter.

Steamer Division: **David L. Halligan,** assistant engineer; **Peter W. Olson,** 1st assistant engineer.

Tucson Division: **Sterling P. Bluett,** brakeman; **Francis D. Harrold,** section foreman; **Frank McKinley,** car builder; **Charles H. Simmonds,** loco. engineer; **Charles O. Wine,** engineer.

Western Division: **George E. Bennett,** brakeman; **John V. Devaney,** RR police officer; **Alfred Hanson,** signal mntr., **Olga H. Herdahl,** car cleaner; **Thomas L. Joyce,** mail handler; **Katherine A. O'Donnell,** matron; **Manuel J. Pedro,** crossing flagman; **Guy F. Ruley,** engineer; **Ernest P. Smith,** emrg. foreman; **Edward Stad,** conductor; **Cornelius Waterman,** engineer.

P. S. S. Lines: **Thomas Hoznacke,** longshoreman, **Michael Klimkelt,** seaman; **James F. Pelata,** foreman; **Karel Rafaj,** longshoreman; **Edward J. Rhoto,** stowage clerk.

Died:

Charles Benbow, rate clerk, Gen'l Freight Office, S. F., Aug. 20. . . . **A. C. Strait,** conductor, Coast Div., Aug. 8. . . . **W. F. Kelly,** conductor, Rio Grande Div., Aug. 2. . . . **Melton Morales,** laborer, El Paso, July 30. . . . **Amador Aguilar,** engine watchman, Douglas, July 26. . . . **George Fritz,** engine watchman, Almogordo, July 24. . . . **Herbert A. Tarbert,** B&B carpenter, July 14. . . . **George H. Barnes,** dispatcher, Sacramento, Aug. 15. . . . **J. F. Goodman,** news agent, July 21. . . . **William O. Brown,** engineer, LA Div., July 28. . . . **Horace V. Crank,** brakeman, LA Div., Aug. 7. . . . **J. J. Layton,** yardman, LA Div., Aug. 13. . . . **W. L. LeSueur,** yardman, LA Div., Aug. 16. . . . **Jas. P. Woodside,** crossing watchman, LA Div., Aug. 17. . . . **Roy Marston,** signal maintainer, Salt Lake Div., Aug. 22.

Recent deaths among pensioners: **James F. Young,** engine watchman, Coast Div., July 31; **Albert S. Bailey,** section foreman, L. A Div., July 26; **Jos. Kraenick,** stationary engineer, Portland Div., July 20; **Allison Lowe,** crossing watchman, Rio Grande Div., July 28; **Irwin Boyer,** brakeman, Aug. 6, and **William A. Diller,** bridge sweeper, Aug. 2, both of Sacramento Div.; **Nicholas S. LaPoint,** conductor, Salt Lake Div., Aug. 16; **Samuel S. Falvey,** engineer, Aug. 5; and **John J. Galligan,** section foreman, July 24, both of Tucson Div.; **Robert W. Marquis,** painter, Aug. 5; **Joseph Westerneir,** engineer, Aug. 5; **Walter Wyatt,** station agent, Aug. 5, all of Western Div.; and **Francis G. Smith,** runner, SS Lines, July 21.

Promoted:

Effective Aug. 1, **Jay D. Bacon,** to assistant secretary, S. P. Co., headquarters San Francisco, succeeding D. P. Ewing, retired. . . . **Bersey Faraudo,** former secty. to supt., Western Div., to secty. to office manager, office of V. P. Operations-Genl. Manager. . . . Faraudo's former position has been filled by **P. C. Doughty,** secty. to asst. supt. at Stockton. . . . **A. J. Glass,** to timetable clerk, Passenger Traffic Dept., succeeding Walter Maddux, retired. . . . **Frank E. Kalbaugh,** to asst. trainmaster, San Joaquin Div. Kalbaugh's former position of chief clerk to supt. has been filled by **H. C. Johnson,** who is succeeded as asst. chief clerk by **Geo. C. Carlson.** Others promoted were **W. W. Steele** to secretary to clerk, **J. Alderson,** to yardmaster. . . . **Frank Kurz,** draftsman, El Paso Shops, to supervisor of journal lubrication. . . . **Robert G. Bogle,** machinist, El Paso Shops, to draftsman. . . . **R. R. Peek,** genl. foreman, passenger car dept., Sacto Shops, to master car repairer, LA Shops, vice **Ben Clark,** retired. . . . Peek's former position is filled by **W. J. Bartle,** foreman freight car repairs, Sacto Shops, who is succeeded by **Fred Dugan,** and **Ed Carroll** succeeds Doane as general car foreman, Sparks.

Married:

Herbert M. Kessel, sheet metal worker apprentice, El Paso Shops, to Miss Carol May Edwards, Aug. 5. . . . **C. O. Putnam** and **C. F. Garrett,** car inspectors at Sacramento, train clerk, all of Sacto Div., recently. . . . **Clarence Spencer,** electrician, Dunsmuir, recently. . . . **Emma Kruschke,** clerk, Freight Claim Dept., S. F., to Miss Lorraine Vose, June 24. . . . **Paul I. Zimmerman,** asst. engineer, LA Div., recently. . . . Miss **Mary Beggs,** stenographer, LA Freight Station, recently. . . . Miss **Agnes Sodoma,** typist, LA Freight Station, recently. . . . Miss **Mary Collins,** typist, Aud. Freight Accts. office, to J. Del Schacher, Aug. 6. . . . **Paul Hussan,** clerk, 4th & Berry Sts., S. F., to Miss Anna E. Barber, July 21. . . . **Jack Clothier,** clerk, 4th & Berry Sts., to Miss Alice McConnville, Aug. 9. . . . **C. L. Dimmick,** Sacto Shops, to Mrs. Maud Harris. . . . Miss **Rose Hirst,** telegraph operator, to buy the ranch he has been wanting for a long time; unfortunately, upon having it appraised, the value was less. . . . **Believe it or not,** while Winnie Spencer was vacationing at Yosemite a card from her stated: "Having a fine time, but will be glad to get back to work."

Dunsmuir: E. V. (Vernl) Carter is helping to boost business, selling a resident of Castella on the idea of taking the train to Portland instead of going by bus. In order to be of further assistance, he drove to Castella and brought the passenger to Dunsmuir, to board the train. Cupid's arrow again hit the mark. This time it was Clarence Spencer, electrician, who make a trip to Reno, and brought back the good news of his marriage to a charming lady, who until recently has been teaching school in Mt. Shasta. "Spence" will not commit himself as to whether his partner is a good cook, but time will tell. . . . Due to change in manner of supervising the yards at Dunsmuir, W. P. Childers becomes a "Night Owl" and Wm. Dodd takes over first trick.

Among recent visitors was Jack Stewart, at present roadmaster in Arizona but who spent much time in years past in the Dunsmuir office. He and his family vacationed in Dunsmuir, and he said he misses our hills. . . . Also vacationing in Dunsmuir were Ted Peasley and family. . . . J. B. Starbuck, trainmaster, vacationing in Sacramento, thawing out after the heavy winter months. . . . F. Gunter, chief dispatcher, and wife returned from a trip to the coast.

Klamath Falls: Considerable interest has been created through the Railroad column of the Klamath Falls "Evening Herald" with articles on the lives of our local railroad men. The items, which appear along with pictures, have brought in comments from all departments.

The game of throwing darts has taken Klamath Falls very often employes by storm. Introduced by Train Clerk Ruger about a month ago at Yardmaster Huls' cabin at Lake of the Woods, the pastime has succeeded in capturing the interest of everyone. Ex-champion Ruger was dethroned by Storekeeper M. L. Bratton at Deadhorse Lake last Sunday. Ruger claims he was fouled. Bratton says he couldn't do it again in a hundred years, and we believe him. Ruger, who defeated Yardmaster Foster in a very close battle, did not feel so good when Mrs. "Buzz" Huls turned right around and whitewashed Foster. Anyway, the doubles champs, Frulan and Fante, still retain their title, and accept all challenges.

New green-taggers recently promoted: R. H. Mann, L. B. Holmes, O. C. Daily, Marion Frulan, J. M. Jensen and J. R. Marks. . . . Olive Ward, telephone operator, is now working 2nd trick at Klamath Falls, having displaced Beulah Ezell. Miss Ward is from Portland, and is her first visit with us. Reports are that she likes our fair city very much.

. . . M. F. Nix, PFE, from Reno, Nev., is now at Klamath Falls to take over the duties of C. U. Dakin, who has been promoted to PFE agent at Hood River.

Short-Shots: Frank Peyton, demurrage clerk, is brooding about missing a free airplane trip to Denver by a few minutes. . . . H. A. Sprague, trainmaster, back on the job after month's stay in General Hospital. . . . Chief Clerk E. G. Childers happy again with his new set of "snappers." . . . Yardmaster E. R. Ramsay back at work after two weeks' vacation at Deadhorse Lake and Crater. . . . Car Inspectors C. O. Putnam and C. F. Garrett among the recently-married.

. . . Signal Maintainer Joseph Yeshin of Redding, attracted much attention when they traveled the Sacramento River August 5 from the Shasta dam site to Redding in a 12-year-old rubber boat. The craft, though christened "Leaky Lou" and plentifully dotted with a multitude of vulcanized patches, behaved nobly, observing the 14-mile trip through treacherous currents and rapids with nary a leak. As a precaution, however, the hardy sailors wore shorts on the four-hour journey.

Sacramento: While swimming in the American River, Reuben Perry found a 1795 penny (about the size of a 50c piece). Reuben was sure it must be very valuable, and when a buyer came to shack he has been wanting for a long time; unfortunately, upon having it appraised, the value was less. . . . **Believe it or not,** while Winnie Spencer was vacationing at Yosemite a card from her stated: "Having a fine time, but will be glad to get back to work."

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Sacramento Shops

Lloyd Phillips, Secretary
Sup't of Motive Power

Iron Foundry Bill Davis

Sam Lytle, molder, is back after being home several days with a cold. . . . Danny Mills, molder, reports fishing good at Mormon Island, but adds that the sunburn is not so good. . . . Terry McCaffery and Duffy McLeary, molders, are softball fans never missing a game if they can help it. . . . Manuel Torres, molder, spent two weeks in the National Guard camp. . . . Jerry O'Brien, apprentice molder, back at work after several weeks illness.

Brass Foundry Chas. Fleck

Wesley Bynon, molder, was elected President of Local No. 199, International Molders Union, A. F. L. . . . Congratulations extended to C. L. Dimmick on his recent marriage to Mrs. Maud Harris, of Reno. . . . V. Paladina, helper, spent his vacation at Catalina. . . . T. Hall, molder, and E. Varozza, melter, spend their weekends in the mountains.

Passenger Car Dept. D. W. Handley

G. R. Scott, foreman, wife and son W. J. Scott, who is also employed by the company, vacationed at Santa Cruz. . . . C. W. . . . Fourcroy, helper, Pattern Shop, spent his vacation traveling in eastern states. . . . F. Porter, electrician, and D. Decker, machinist, are catching a limit of trout at Round Lake. . . . P. Guidara, upholsterer, was recently elected president of North Side Improvement Club. . . . E. Shue, upholsterer, vacationing at Dillon's Beach for two weeks. . . . W. J. Fraley, upholsterer, and wife, spent a week in Mill Valley. . . . J. Hernandez, sheetmetal worker and A. Cunningham, store deliverer, issue a challenge to anyone in the shops to a frog-hunting contest. . . . F. Mamola, helper, has been ill in General Hospital.

Sacramento Div.

C. C. Reeves, Sacramento
W. L. Mains, Dunsmuir
T. A. Fante, Klamath Falls
Josephine Haggerty, Roseville

Two Engineering Dept. employes, Ed VanWormer, from the Keddie to Redding subway job, and Randall Cowherd, inspector on the Shasta diversion tunnel job, accompanied by Chairman Yeshin of Redding, attracted much attention when they traveled the Sacramento River August 5 from the Shasta dam site to Redding in a 12-year-old rubber boat. The craft, though christened "Leaky Lou" and plentifully dotted with a multitude of vulcanized patches, behaved nobly, observing the 14-mile trip through treacherous currents and rapids with nary a leak. As a precaution, however, the hardy sailors wore shorts on the four-hour journey.

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Born:

To Mr. and Mrs. **G. E. Wolf,** twins, son and daughter, July 16. Wolf is head blueprinter, Chief Engineer's office. . . . To Mr. and Mrs. **E. V. Vandercook,** a daughter, Sandra Vail, Aug. 24. Vandercook is asst. contract agent, office of Vice Pres. Operations-Genl. Manager. . . . To Mr. and Mrs. **Frank Decius,** a son, Aug. 7. Decius is receiving clerk, Portland. . . . To Mr. and Mrs. **O. R. Rogers, Jr.,** a daughter, Aug. 8. Rogers is fireman, Coast Div. . . . To Mr. and Mrs. **Bob Couzens,** a daughter, Aug. 17. Couzens is clerk, Land Dept., S. F. . . . To Mr. and Mrs. **F. G. Iverson,** a son, June 23. Iverson is fireman, San Joaquin Div. . . . To Mr. and Mrs. **M. G. Learn,** a son, Aug. 18. Learn is machinist helper, LA Shops. . . . To Mr. and Mrs. **Harold Wisdom,** a son. Wisdom is asst. night chief clerk, LA Freight Station. . . . To Mr. and Mrs. **Barry Donnelly,** a daughter, Aug. 2. Donnelly is rate quotation clerk, Genl. Freight Office, S. F. . . . To Mr. and Mrs. **Ed McCarthy,** a daughter, Aug. 18. McCarthy is clerk, Aud. Disbursements office. . . . To Mr. and Mrs. **Maurice Goodnough,** a daughter, July 25. Goodnough is clerk, Aud. Freight Accts. office.

Portland Division

H. L. Johnson, Accident Clerk,
Sup't Offices, Portland

M. M. Hollis, asst. agent, Eugene freight, recently returned from a trip through British Columbia. . . . L. J. Crafton, chief clerk, Eugene Yard Office is driving a new car. . . . C. W. Humphrey, clerk, Eugene Yard, has completed a new suburban residence near Eugene Yard. . . . C. A. Fisher, steno-clerk, Eugene freight, visited in California, and Geo. Barger, cashier, spent several weeks sightseeing in Yellowstone National Park.

E. J. Silva, investigator and Mrs. Silva are visiting in Alaska. . . . Conductor R. M. Lee, Eugene, Patient Hospital, San Francisco. . . . Engineer C. N. Butler is in Eugene Hospital, and Fireman Guy Griffith is convalescing from illness at his home in Eugene. . . . C. E. Huffman, boilermaker, Eugene, returned from General Hospital and recently enjoyed a day's bass fishing in Siltcoos Lake, with F. E. Russell, roundhouse foreman. . . . L. W. Gerpach, blacksmith, Eugene, has returned to work after being absent due to illness.

F. W. Stady, collector, at Park Street station and wife toured through Olympic National Forest in Washington. . . .

Emmett Shields, bill clerk, in California. . . . D. J. Green, car foreman, fishing at Lakeside. . . . Geo. Treherne, trucker, retired, on trip to Moosejaw, Sask. Canada. . . . Gamester and Edwards, steno-clerk visiting in California. All these are Park Street station employes.

. . . M. H. Crawford, conductor, who has been in Good Samaritan Hospital, Portland is convalescing at home. . . . Frank Card, blacksmith, B&B Gang 23, who recently entered service May 1, 1919 recently retired on pension. . . . Mrs. T. J. Crabtree, wife of B&B carpenter, was called to Los Angeles due to the death of her mother.

. . . S. G. Sellick, asst. signal supervisor, is in General Hospital, San Francisco. . . . A. Brunet, clerk to division engineer, has returned from an automobile trip to Boston via New Orleans and California cities. . . . Edna C. Kelly, stenographer, Superintendent's Office, made automobile tour of Yellowstone National Park, Bryce Canyon, Grand Canyon and California.

. . . G. Haselton, asst. engineer, motored through Yellowstone National Park; while E. H. Cotton, draftsman, believed in seeing Oregon first.

J. E. Mitchell, log scaler, was called to Denver recently due to illness of his father. . . . J. R. Smith, telegrapher, called to Toronto, Canada, due to death of his father. . . . H. Olson, agent, Hillsboro, visited his mother in Chicago. . . . F. H. Nowell, agent, Forest Grove, was called to Oklahoma due to death of his brother. . . . R. Criswell, agent, Westfir, is on vacation. . . . Mrs. E. E. Swink, agent, Chemawa, enjoyed a short vacation. . . . A. W. Gibson, agent, Yoncalla, and T. J. Casey, telegrapher, Brooklyn are absent due to illness.

G. E. Johnson, insurance clerk, spent a week perfecting his golf game. George admits he plays a good game, but, that possibly his driving iron shots and putting could be improved. . . . O. E. Yates, trainmen's timekeeper, toured Vancouver Island recently and reported an enjoyable trip, except for the voyage in crossing over from Port Angeles on the ferry. . . . D. W. Platt, chief clerk, Medford, and his family, with G. C. Wimer, bill clerk visited San Francisco to look over the bridges and Treasure Island.

First two cars of Rogue River Valley 1938 season fruit moved from Medford, Aug. 12. It is reported that the crop will be greater than last year. . . . Acting Superintendent's Office employes formed a golf club, no report has been received on number of par holes played. . . . J. E. Larson, fuel clerk, and Mrs. Larson recently enjoyed an automobile trip through Glacier National Park.

Salt Lake Division

Howard E. Watts
Sup't Secretary, Ogden

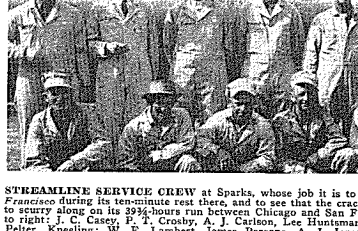
Ogden Old-timers Club held annual picnic Sunday July 31st at the Gardens in South Fork Canyon. The party started as a caravan at 7 a. m. under direction of President A. D. Klingsford. A real sumptuous breakfast was prepared and with the mountain air to whet the appetites there was no left for the picnic lunch. The afternoon was devoted to races and games. Roy Bullough was chairman of the following committees: Sparks—Geo. Ahlberg, Asa West; Program—Mrs. Edgar Shreeve, Mrs. A. Garza. . . . Games—Ed Edwards, Roy Bullough, Mrs. J. B. Robb. Feature event was a grandfathers race won by Joe Parkinson. Parky, a 5 to 2 favorite, is some hoofer. The Old-timers are certainly proving themselves veterans as entertainers.

Vacationing seems to be a habit and with it goes the fish stories. Ray Wright and family to Yellowstone and Grand Teton National Park; Charles Johnson and son caught the big one at Lake Lindsey, Montana; Chief Clerk H. H. McCool and family to Yellowstone; Assistant Chief Dispatcher L. S. Autty to Duluth and family to South Dakota and Minnesota and during their absence someone entered their home and sort of tossed things about; Asst. Supt. T. J. Foley, while vacationing in California and Yellowstone, had his home entered; Master Mechanic Hansen to South Fork Canyon; Geo. Gibbons to California; W. E. Eastman, TTM, Montello, to Hollywood (Bill made a lot of reports on what the bathing beauties were wearing). He was relieved by C. E. Gaylord of Coast Division, who during the short period made a host of friends.

L. R. Robinson, telegrapher, returned from three months' sojourn in Texas; E. N. Jordan, round house foreman, Montello, vacationed Yosemite; Art Grix, draftsman, to Yellowstone and Jackson Hole. We hear Art traded his great Dane for a typewriter—at least the upkeep will be cut down. J. L. Hancock, machst., Hazen, to Yellowstone and Pacific Northwest. An undercover source reports he was studying the locomotives on the NP and it won't surprise us to find one of them in Hazen roundhouse some day. Fred Hollingsworth, dean of clerical force and Susan Brumsted of MM office, vacationed at Ashton, Idaho—Fred like a blonde; C. M. Letts, night HH foreman, Ogden, to Los Angeles; S. J. Bevan, Clinn., Ogden Shop Safety Committee, to Los Angeles; Hostler Tom Stagg to Pacific Northwest; Doris Burns, chief rate clerk, Reno, to Los Angeles; J. S. Pringle, city ticket agt., Reno, to Santa Cruz; H. R. Forsyth, ticket clerk, Reno, to Montana; Jim Mumford, city ticket agt., Salt Lake, to Utah Parks and Boulder Dam.

George Holt, TF&PA, Ogden, believes in variety, accompanying a party of WCTU to San Francisco, followed this with a trip with the Bartenders and Waiters Special. Versatile George reported he enjoyed both trips immensely.

Employes having excellent grades, ICS: Roscoe L. Allen, machst.; Fred F.



STREAMLINE SERVICE CREW at Sparks, whose job it is to refuel the *City of San Francisco* during its ten-minute rest there, and to see that the crack Streamliner is all set to scurry along on its 3934-hours run between Chicago and San Francisco. Standing, left to right: J. C. Casey, P. F. Crosby, A. J. Carlson, Lee Huntsman, J. J Thurston, J. G. Pelter. Kneeling: W. E. Lambert, James Parsons, A. J. Jensen, C. H. Russill, H. Bassimier and W. R. Birch.

Purin, supplyman; Leroy W. Porter, trackman, Lucin. . . . Clerical and Telegraph assignments: F. A. Nickson, messenger, Ogden; P. B. Frost, matl. clerk, Ex. Gang 30; A. F. Haws, agt.-teleg., Kelton; Mabel Junial, 2nd puncher, Ogden. . . . Ben Wilson, eng. dispatcher, returned from hospital minus a few gallstones. . . . Fred Smith, chief dispatcher, purchased a new home and when it comes to moving Fred says he is still hiding things that Mrs. Smith will spend months looking for.

Fred W. Smith, bills payable clerk, is a flower fancier and keeps the office decorated with beautiful blooms. Swell on the flower lovers but tough on Bert Checkett's hay fever. . . . Given a floater: Art Kingsford and Joe Parkinson, while parked one evening reminiscing, were told by a prowl car to get moving, listed as suspicious characters. . . . Engineer L. C. Shurtliff moved from Montello to Ogden. . . . Engineer R. H. Brizzee, Montello, is building a horse trailor, is really getting ready for the deer season. . . . A. W. Smith, manager, Montello Club, has a siege of mumps.

Montello station shipped five hundred head of horses, some wild, which were rounded up in the hills near Missouri. This is nice business and Agent M. Z. Brown went out after it. Instead of the bacon he brought home the horse. . . . Employe school children formerly attending school at Cobre and Valley Pass will be afforded school at Montello. . . . Howard Spracker, file clerk, is a full-fledged summer bachelor—his wife is away on vacation.

Katherine McCool, steno, showed the rest of us up by obtaining a pass to the circus, and then found she had a previous engagement. . . . Recent visitors from General Office; Earl Moore, Frank Bartonek, Geo. Parlow, Ben Peterson, Amos Parry, Horace McFarland, Ez Barlow. . . . Ogden shop men are proud of their Safety record—425 days without a reportable accident. . . . Division quarterly Safety meeting held in Ogden, August 3, 142 employes present. . . . Employes of Ogden and vicinity held a basket picnic at Lagoon August 22. . . .

Sympathy extended to Shop Foreman Ben Marriott, Ogden, whose daughter, Margaret Ellen, passed away August 8; and to Brakeman J. H. Dinan, Sparks, on the death of his wife, August 4. Mrs. Dinan was past president, Ladies Auxiliary, B. R. T., Sparks.

Sparks Items L. H. Wilson

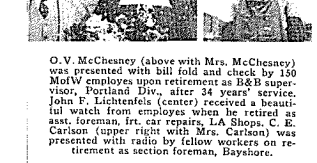
Thomas Fruzza, machinists helper, roundhouse, left for a three months visit with his parents in Italy. . . . Machine Shop Department Foreman R. Worth man recently purchased a home near Sparks. . . . Leaving Aug. 18 for the National Rifle and Pistol Matches at Camp Perry, Ohio were W. G. Narramore, Lee Robbins, Gordon Robbins and D. C. Warden. . . . A new Safety Committee for the MP&C departments has been appointed by Asst. Master Mechanic B. F. Madden. Members: W. G. Narramore, chairman, L. M. Neff, D. E. Williams and D. C. Brooks.

Asst. Master Mechanic B. F. Madden returned after two weeks vacation at Lake Tahoe. . . . Franklin S. Jones, boilermaker, and wife spending two weeks vacation entertaining Mrs. Jones' sister and two daughters from England. . . . The title of Grandpa was bestowed on three employes at Sparks in one week. They are L. E. Allard, pipe foreman, J. W. Monday, roundhouse cab machinist, and Larry Mazzino, machinist. . . . Harry Teasdale, machinist at rod bench, seemed to enjoy his last day of work on August 16. He was 65 years old on that day and said he was retiring. . . . Thos. C. Fisher, locomotive painter, on two weeks vacation.

C. F. Manning, electrician, in General Hospital for a general check up. . . . Ira Williman, carman helper, was home with a case of flu. . . . J. C. Day, sheet metal worker apprentice, took two weeks vacation at Lake Tahoe. . . . The Sparks S. P. Glee Club is practicing long hours now for a minstrel show they expect to give in the near future. . . . Otto Harris, power plant engineer, enjoyed a week's vacation. . . . There were two deaths in homes of Store Dept. employes recently—L. N. Bowen lost his father and L. J. McDonald a brother. . . . Machine Foreman Wm. Schipper on vacation for two weeks.

John Thurston, car inspector, says they all tell good fish stories, but Jamison Creek is the place to make a real record fishing. . . . Ed Carroll, new general car foreman, took over his duties on August 1. . . . Joe Borgognone completed his machinist apprenticeship on August 8 and is now a full-fledged journeyman. . . . A. W. Haight, engine crew dispatcher, on two weeks leave of absence to look over his farm in Arkansas, his position being filled by R. S. Cullen. . . . Helen Y. Springer, MP&C clerk, vacationed for a few days in San Francisco. . . . Jack D. Burke, head MP&C clerk, relaxing for a few days in San Francisco. . . . Harry Teasdale, machinist of rod bench, retired August 16, his 65th birthday.

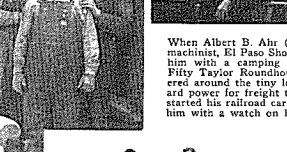
VETERANS HONORED: Noon-hour gatherings and testimonial dinners formed the settings at many points along S.P. Lines for presenting gifts and extending best wishes to a number of recently retired employes, some of whom are shown below.





O. V. McChesney (above with Mrs. McChesney) was presented with bill fold and check by 150 MofW employes upon retirement as B&B supervisor, Portland Div., after 34 years' service. John F. Lichtenfels (center) received a beautiful watch from employes when he retired as asst. foreman, frt. car repairs, LA Shops. C. E. Carlson (upper right with Mrs. Carlson) was presented with radio by fellow workers on retirement as section foreman, Bayshore.





When Albert B. Ahr (in center, above) retired as machinist, El Paso Shops' fellow workers presented him with a camping outfit and fishing supplies. Fifty Tayler Roundhouse employes (below) gathered around the tiny locomotive which was standard power for freight trains when James A. Hook started his railroad career 43 years ago, to present him with a watch on his retirement as machinist.



Henry Sieptoe (above) on easy chair and ottoman, presented to him by El Paso Shopmen upon his retirement as boilermaker.



John F. "Little Jeff" Robinson (above, left) is congratulated by Coast Div. Supt. J. J. Jordan upon his retirement as yard clerk, S. F. Terminal, after 33 years' service.







CONDUCTORS AND WIVES at luncheon in Oakland July 25, celebrating the 70th anniversary of the founding of the O.R.C. and the 50th anniversary of the founding of the auxiliary. With members of the auxiliary as guests of honor, the affair was also in the nature of a welcome to the class of 1938, consisting of 35 members who joined the organization this year. In the group at the right are (left to right): Cora L. Storer; Mrs. J. H. Cardwell, president of the auxiliary; A. A. Curtis, head of the Conductors' organization on Western Div., who presided; M. R. Reynolds, national vice-president of the O.R.C., principal speaker; and G. G. McLennan, general chairman of the O.R.C. of Southern Pacific System.

Western Division

Walter E. Lake
Lease Agent, Supt's Office

Agent C. C. Christian and Clerk R. S. Warren, Pittsburg, are now leading the Division in deer hunting. Lineman H. R. Little is a close second and H. A. Jandebeur, agent San Leandro, is giving the boys a head start before he opens up. . . . H. J. Hendrick, agent Calistoga, is back on the job after short illness. . . . Ex. C. Cavin, clerk, Rodeo, says the stripers are starting to bite and he will be glad to give the boys the dope when requested.

Telegrapher E. C. Cadjew exchanged rights with S. F. Kiernan of Sacramento Div. . . . G. S. Cessna has been awarded Yountville agency and E. L. Malin the agency at Ceres.

Charley (Pinkey) Anderson, bonder, 2nd and Webster Sts., recently went fishing and besides catching a striper, Uncle Sam lined him up as to proper equipment that must be carried on all power boats. You should have heard Pinkey's alibis. . . . Jimmie Simmons, ticket clerk, Martinez, is in the hospital and reported getting along nicely.

Recent run of stripers at Oakland Pier has the boys in the Superintendent's Office all excited. The boys line up at the rail during their lunch hour and form a rooting section each time one is hauled in. Sheriff Harris put his famous rat trap on a line and hauled in two large bass. . . . Oakland Pier baseball supremacy was decided when the Station Masters' "Streamliners" lost to the Red Cap "49'ers" 18 to 7.

R. M. Olmsted, telegrapher, spent two weeks' vacation in the Northwest. . . . H. C. Martin, chief clerk, Martinez, visited Yellowstone and Glacier National Parks. . . . Jack Sadler, yard clerk, surprised everyone with his monthly hair cut. . . . Everyone was glad to see Geo. Rowlands so spry again after his recent illness. . . . L. H. Roberts, signal supervisor, vacationed near Susanville.

Yardman "Red" Simons fell off the pleasure pier at Santa Cruz while watching the Bathing Beauties. . . . Ray Kimball has gone in for golf because he likes those shorties. . . . Pete Lewis is seeing dark shadows these days. . . . "Boxcar" Anderson took a screen test in Hollywood recently.

Johnny Gruber was seen fishing off a Ferry Boat last week on his way to San Francisco. . . . West Oakland Mud-hops played host to fellow brethren at Bay Shore on August 3. A barbecue was held in Sequoia Park. The West Oakland boys trimmed their visitors to the tune of 38 to 4 in a wild softball game as a fitting climax to a grand day. "Iron-clamp" Weber starred for the losers while "Homerun" Wall was the big gun for the victors. . . . Bee Powell, telephone operator, visited her sister Alice in the Northwest last month. . . . Yardman E. Parmenter and family visited their former home in Montana last month.

Brotherhood of R. R. Clerks held their annual picnic and games at Valente Park, August 14. . . . West Oakland Mud-hops defeated the Kirkham Street Roster Boys 19 to 9 in a softball game. . . . Paul Perrand, well-known yardman, made a trip to the Farralones to fish, armed with five large clean gunny sacks and a lot of advice and knowledge of deep sea fishing. But, alas, he had never been told that the bay gets rough as well as the ocean.

Pittsburg Notes: Surveyors F. B. Punnett, H. J. Gundry and G. W. "Doc" Sutton drop in for lemonade—fishing stronger. . . . Sympathy extended to Yard Clerk Paul Sodorman in the death of his mother. . . . Ivan Assen's signal gang was in this way recently. . . . Engine Watchman Al Turner has built a fishing yacht. When do we get a ride? . . . Correction: The "chicken expert" mentioned last month should have been Warehouseman Hunter instead of Masters.

El Paso Shops

Ellis Crysler,
General Clerk, El Paso

Juan M. Del Campo, tender truckman, won an electric razor and his co-workers say he is now going to come out from behind the foliage. . . . Following completed their apprenticeships and are now qualified journeymen mechanics: Edgar A. Shadle, machinist; Charles R. Haynie, and Houston C. Barr, machinists; Ernesto G. Garcia and Manuel B. Martinez, freight carmen. . . . Among those at our General Hospital, San Francisco, at this writing, are: Marcelo Munoz, blacksmith helper; Peter G. Leonard and James J. Madison, machinists, and Ramon Armendariz and Rodolfo Bustamante, sheet metal worker helpers. . . . William DeWitt Oberkamp, machinist apprentice, and John S. Watkins, machinist helper, were separated from their appendixes. . . . Also on the sick list are Roy W. Roberts, stenoclerk; Jesus Hurtado, machinist; John O. Wilkes, millman; and Ben Amos, freight carman. . . . Harvey Shaver, carman apprentice, has resigned to work under the worso from the fractured rib sustained while playing baseball. . . . Edward C. Fallon, machinist, is back from an overhauling at General Hospital.

The shop and stores were represented in Texas National Guard maneuvers at Camp Bullis by Ernie M. Newman, section stockman; John R. Mitchell, machinist apprentice; Fletcher P. Greer, sheet metal worker apprentice; John R. Grifing, blacksmith apprentice; Carlos Campbell and Manuel E. Escajeda, laborers. . . . D. Elmer Delaney, machinist, submitted the best daily question to a local radio program and won a prize. . . . Freeman A. Rapley, sheet metal worker, is working at Tucumcari. . . . New cars were purchased by George Chant, hammersmith; Harvey L. Brewnton, boilermaker federal inspector; and Louis P. Oberkamp, foreman machinists. Clarence H. Viles, boilermaker cutter purchased a car and left with his family for Missouri.

T. S. Curry, foreman freight car repairs, vacationed in Texas to get away from the heat but came back home to cool off. . . . H. V. West, general boiler foreman, and family, made an auto trip to the Coast. . . . F. N. Crowder, foreman machinist, and wife, to Los Angeles. . . . Thomas S. Hamilth, general clerk, and family, to Austin, Texas. . . . T. A. Plumbley, price clerk, to Houston. . . . Tom Chant, blacksmith, and wife, to Grand Canyon, Zion Park and Boulder Dam. . . . Joe E. Smith, blacksmith, and wife, to Los Angeles. . . . Charles J. Fink, machinist, and wife, to Portland. . . . Ranzie B. Robinson, machinist, and wife, to San Francisco. . . . Charles F. Burling, machinist, and wife, to San Diego.

Burnett C. Crowley, sheet metal worker, and family are visiting relatives in Texas. . . . Jose A. Castillo, tender truckman, and family, to Chihuahua, Mexico. . . . Macledio Holguin, tender truckman, and wife, to Los Angeles, and Catalina. . . . Frank E. Tessman, electrician, and wife, auto trip through Utah and California. . . . Phillip J. Sleet, freight carman, and family, attending son's graduation in Louisiana. . . . John J. Stevens, boilermaker helper, and family, to Washington, New York, Chicago and Portland. . . . George Salcedo, carman helper apprentice, to Los Angeles and Catalina.

Underseand fishing and bathing were synonymous recently to Frank W. Herman, foreman paint and labor departments. While pole fishing from the bank, the quiet of the surroundings was disturbed by much activity; when the spray settled he was waist deep in water, but still holding on to the line and managed to land his catch. The fish was under legal size, and had to be thrown back.

Traffic Districts

L. A. Passenger Traffic Jas. G. Shea

Herb Waugh and Norman Osterhout, passenger agents, spent their vacations resting up for the Legion Convention to be held here latter part of this month.

Bill Holeson, PRA, is a versatile salesman. He handles railroad tickets, used cars, and information on refinance troubles. . . . Now students Howard, Wilson and Morse were added to the Passenger Dept. . . . Dave Campbell was reprimanded by a police officer for flying too low on his motorcycle. . . . There has been much speculation as to how your correspondent got his broken finger. "Was it while trackin' or snipe hunting?" they ask. . . . H. P. Monahan's telephone salutation, "Thanks for calling," has been adopted by the Southern Telephone Co. . . . Leo Anso, head claim clerk, vacationed at Catalina. . . . Bill Flanagan and Tony Mussati planning an eastern vacation. . . . Earl Webster, asst. file clerk, has received his DD degree—doctor of diapers. Mother and child are doing nicely.

H. B. Hudson, vacationing at June Lake, reports largest catch was 1½ pounds.

L. A. Freight V. L. Arenth

After threatening for a long time, the baseball game between the married men and single men finally materialized. The debacle provided opportunity for spectators to find out what should be done by so-called ball players. Despite the fact

that the single men had a couple of ringers, the determination of the married men finally won out over the vaunted single men by the score of 26-23. Some of the participants are showing signs of returning to a normal walk. Not satisfied, the single men are clamoring for a return engagement. Among the participants were: T. H. Daggett, V. L. Arenth, G. M. Myers, E. J. Larsen, C. E. Mulks, C. F. Barrett, M. A. Darnall, K. F. Beard, J. E. Kearney, W. L. Waite, R. G. Allan, J. G. Stubbs, G. A. Thomas, A. Jewell, F. D. Walter.

Los Angeles Div.

Walter S. Olson
Secretary to Superintendent

Los Angeles is rightfully proud of its softball team, comprised of eighteen Red Cap Porters from Central Station, captained by Porter Morris Picou. Last month they defeated San Francisco 12 to 3, and Oakland 8 to 1, at the Coliseum Stadium. . . . The switch shanty and Santa Ana River bridge building race at Colton is running neck and neck, and it looks as though both will be completed in time for the next flood. . . . Dorothy M. Shomler, stenographer at L. A. Freight Station, recently was hostess at a garden party at her home, for a number of her friends.

After using it constantly for more than 23 years, Conductor C. W. Schlosser complains about his ticket punch becoming somewhat dull. This seems to be a record length of service of a ticket punch. . . . Elmo M. Roncer, clerk, surprised the boys at L. A. Freight Station with his culinary skill, by baking a large cake for them. . . . Yardman John L. Delong and family, of Colton, recently returned from a motor trip to the Long Star State.

Mrs. Margaret Paul, daughter of J. N. Cummings, clerk at L. A. Freight Station, was winner of a blanket at drawing held by Lodge 30 of the Brotherhood of Railway Clerks at the Catalina picnic. Jennie Croupe, young daughter of Industrial Clerk Thomas Croupe, drew the winning number. . . . A shower of postcards depicting the scenic beauties of Utah engulfed the superintendent's office while Jacob ("Dutch") de Jong, messenger, was visiting there on a trip to his old home. Wonder why so much partiality to certain members of the fair sex. . . . After helping to bring in a big fire without mishap, Brakeman Harry F. Faust broke an arm in a fall off a chair while washing a window in his apartment.

Jack J. Kehoe, checker, is back on duty at L. A. Freight Station after a several months' tour of the country. . . . Timekeeper Charles Worrell is practically competing with other forms of transportation, his automobile being filled every night with employes of L. A. Central Station. Raymond W. F. Leslie, industrial clerk, L. A. Freight Station, is still saving his money for a trip to England. . . . Yardmaster A. M. Swartz has overlooked nothing in the way of modern improvements in the construction of his beautiful new home at Colton.

A matter for deep speculation at L. A. Freight Station is how much longer this antique automobile driven by Biller Victor E. Lynn will hold together. . . . Night Roundhouse Foreman A. M. Knowles recently purchased a new home in Colton and states he will stage a "sit-down" before he will leave there. . . . Howard D. Jenson, clerk, L. A. Freight Station, devotes his Sundays to swimming with the beautiful mermaids at Griffith Park. . . . One would never suspect Hazel Prinz, stenographer in carmen's superintendent's office, of being the type to break a camera, yet it is a fact that the first time she tried out the new "photomatic" machine in the Los Angeles Central Station the fuse blew out. . . . That lonesome expression on the face of Clerk Theodore H. Meyers, L. A. Freight Station, is said to be due to the absence of his wife who is in Arkansas. . . . Personal Record Clerk Golda Wells was among those attending the Fiesta Celebration at Santa Barbara. . . . As election time draws near, Colonel Healey was renewing his political activities at Colton.

Voucher Clerk F. G. Robinson became so excited when a Barracuda got on his line that all he could do was yell "What'll I do? What'll I do?", and but for the help given him by other fishermen on the boat the big fellow certainly would have been lost. . . . Clerk Edward A. Howell, L. A. Freight Station, played the role of a hero in rescuing two young ladies from drowning at Long Beach. . . . J. F. Miller, Colton yardmaster, spent several weeks visiting scenes of his boyhood in Northwestern California and Oregon. . . . (From a secret correspondent): There was at least one glad heart around the office when Correspondent Olson returned from vacation, and that was NG Telegrapher G. E. Matteson, who, during Olson's absence, was unable to keep up with events in the daily newspaper.

San Joaquin Div.

Ray Magnelli,
Secretary to Sup't, Bakersfield

While the temperature was 108, Engineer R. H. Humphreys asked his landlady for a blanket, stating that he was cold! . . . Telegrapher R. A. Rose was appointed service agent, with headquarters at Fresno, August 8. . . . Aaron H. Wilson, brakeman, Valley District, on leave since November 1929, due to sickness, was released by the Hospital Department to resume active service. . . . Engineers H. C. Eberlein and A. F. Frombling have returned from leaves of absence. . . . Conductor A. L. Thurman, Engineers Morris Spier, R. G. Fagan, J. A. Florence, C. O. Callaway and Fireman J. F. Timmons are on vacation.

Telegrapher R. R. Tharp, Exeter, recently received prominent mention in local paper when a palm tree in his yard put forth an unexpected bloom. The plant is a sego palm and blooms but rarely, and while there are many different species, it is believed there are very few of this variety in the country. Nearly 50 years old, the palm had never bloomed before.

Present indications are that business on the division will be good this season. Tree fruit, peaches, apricots, plums, etc., are moving out of the Sanger, Reedley, and Dinuba district, on the secondary main, and Hanford district, on the west side. Melons are moving from Kingsburg and Delano.

Assistant Agent R. L. Parker, Fresno, advises the Federal Surplus Corporation now moving 15,000 tons of raisins (approximately 500 cars), diverted to relief agencies over the United States from the great Fresno raisin district. Fresno County ranks as the second richest agricultural section in the nation; it produces over one-fourth of the grapes grown in the nation; it ranks second in America in production of table grapes and peaches; and has the world's largest raisin packing plant. Fresno County ranks first in America in the value of production in figs and raisins; and has the largest fig orchard in the world—12,000 acres. It is understood this Government agency will take on another 12,000 tons of raisins (approximately 430 cars) soon. They are buying hold-over Thompson raisins from the growers, the growers are delivering to the packers and the Government is paying the packers a certain price per ton for packing them. There will be 2400 county to twenty-five pound boxes, or approximately thirty tons, to the car.

Construction work through Soledad Canyon is progressing rapidly and it is anticipated by the time this issue is off the press we will be running trains over this new line. Trainmen and enginemen operating through this territory are strangers to this new construction but will become acquainted with it when operated for service, and those who worked over the territory in the past will no doubt be interested in the changes made.

San Joaquin Division Business Meeting at Fresno July 27 was a big success, with a turnout of 296 employes. Enthusiasm displayed at the meeting has been transmuted into concrete results and should go far toward producing more traffic. Traffic lips have come in a steady stream and, what is most important, there have been few failures when followed up.

Fresno Terminal A. E. Gunn

Ray Markwell of the local freight office is back in harness after a sojourn in southern California, where fishing, swimming and Tia Juana, brought surcease from his troubles as freight claim adjuster. . . . Conductors "Skeeter" Reiter and Bill O'Shaughnessy and Engineer Don Savory took time out from wrangling box cars to give the fish at Santa Cruz a treat. . . . It is reported that the fish haven't been so well fed in many a day. . . . Jess Hightower, trainmaster, claims that his dog had a new litter. . . . Yardmasters F. E. Brown and W. F. Stuart report good fishing at Cayucas. . . . We wish for Yardman D. E. Shattuck a speedy recovery from the illness that has placed him in the hospital. . . . Mrs. F. E. Murray, wife of yardmaster, no doubt wonders why it has been necessary to increase the rations for Frank's midday repast. She doesn't know, until she reads this, that Bessie, the yard office cat, is a regular boarder at Frank's noonday table. . . . Don't forget the Safety Meeting in Fresno in October.

Los Angeles Shops

Chas. B. MacLellan *Carl G. Randall*

A. E. Seinsoth, tank foreman, returned from eventful vacation in Houston, where he visited his son, Bill, who is pitching for the Houston baseball team. Young Seinsoth is the property of the St. Louis Cardinals and has won 12 games while losing 3. He is hitting well over .300 and no doubt will be recalled to St. Louis after this season. "Sy" also visited the P.E.-SO Shops and was escorted around by John Power, supt. of motive power. . . . Al Gonzales, machinist, spent three weeks in N. M., dividing his time between Albuquerque and Hot Springs. . . . Noah Creig, machinist, departed for General Hospital for a check-up.

Jim Clark, piper, vacationing in Mexico City. . . . Steve Mollnar, boilermaker, returned from General Hospital and is now home. . . . Boilermaker helper Nelson spent two weeks' vacation visiting his home town. . . . Ray Sales, machinist, who has been ill for a year, was in the machine shop recently shaking hands with his many friends. We all wish Ray a speedy return to work. . . . Frank Ed. Miller, boilermaker helper, is on leave touring through eastern states visiting old friends.

Carl Zaske, boilermaker inspector, makes a trip to Big Pine every week end, where his family is spending the summer. . . . Geo. Lamb, hammersmith, and F. Scott, piper, shot a 100-lb. deer some place (deep secret) in Santa Barbara County.

An excellent Business-Getting meeting was held on the evening of August 15. Officials from San Francisco were present to explain the increase whereby the Southern Pacific. From conversations and observations your correspondent can vouch that the Los Angeles General Shops are behind this drive wholeheartedly. We are sure this drive to secure new business will be a complete success.

General Shops baseball team is doing a fine piece of advertising for the Company each Sunday. Not only are the games interesting, but due to the team's striking uniforms the name Southern Pacific is brought to the attention of crowds ranging from 500 to 1,500. Your correspondent has been making announcements on the public address system at the various ball parks calling attention of the spectators to the unbeatable service rendered by our company. Results to date have been most gratifying as we have secured some new business. The team deserves the support of all shop men and others.

Car and Store Depts.: Elizabeth A. Scott, retired stenographer Supt. M. P. Office, returned to Los Angeles and home after an interesting trip by automobile through the East. . . . Bert E. Morris, carman, general asst. foreman and shop repairs effective August 1 succeeding John F. Lichtenfels, who retired July 31. . . . John C. Santa Cruz returned to work August 16 after couple of weeks on sick list.

Harry I. Matheny, carman, returned from short vacation. . . . James Bean, head dfstm. and eng. of tests, with his wife vacationed a couple of weeks in Yosemite. . . . Gustave M. Mazet, machinist helper in Wheel Shop, has decided he does not like the water. The waves and swells of the water and rocking of the boat have no effect on him, but boy, what a terrible effect the chewing of a 2c Cuban cigar together with a boat ride to Avalon can have on a fellow.

Charles I. Walker, retired master car repairer, was presented with a fishing outfit and shot gun on the evening of August 10 at a gathering of many employes of the General Shops and Taylor Yard. Refreshments were served. . . . John E. Lingenfelter, dfstm. made a trip to Altoona, Pa. . . . William B. Tudor, chief clerk, LA General Shops, spent two weeks in Sequoia National Park. . . . John J. Tuzzolini, carman, John Zuc, painter, Reuben Alton, carman, and Philip H. Mersingerm, carman, planned a boat ride to Avalon. . . . Alphonse A. Chabre, carman, vacationed in Portland. . . . Leon A. Chabre, asst. foreman freight repairs (steel), went sightseeing at Yellowstone Park.

Emeil J. Johannes, carman, is looking forward to a wonderful trip, according to the beautiful of transportation requested. . . . Donald J. Starr, head file clerk, vacationed at Sequoia National Park. . . . Fred O. Morse, pagr. painter, planned a trip to Washington, D. C., Jacksonville, Miami and New Orleans. . . . John Mitchell, steel carman, on a trip to Denver and Kansas City. . . . Edward F. Gohlken, machinist, wheel shop, vacationed in San Francisco. . . . Fred A. Davis, foreman mill, went to Worland, Wyo. and Loveland, Colo. . . . Olaf E. Olson, pagr. carman, took a trip to Seattle.

Thomas Nash, who retired as fire chief July 30, was given a gold medal by members of the Shop Fire Dept., inscribed in commemoration of their long association and friendship. . . . Frank J. O'Donnell, clerk Store Dept., vacationed in Utah. A. Geiss, store agent, returned after visiting in San Francisco for a few days. . . . George C. Huber, section stockman, motored up the coast to British Columbia, crossing Canada and bringing up at Portland, Maine, then through the lakes and wood country of the New England States. . . . We are sorry to report the death of the wife of Dave Withrow, store delivery-man at Taylor Yard, August 4, resulting from automobile accident in which he and his three children were injured. . . . Frederick L. Hopkins, carman, retired August 31, after 34 years service.

Pac. Motor Trucking

Central District R. C. Clausen

Sympathy to Walter S. Thompson on the death of his daughter, Frances. . . . The Lake County Pear Haul, with temporary headquarters at Finley, California, has been in full swing. . . . Recent transfers: Sig. Mtr R. J. Hoard to Lovelock, Nevada; Louis Stornetta, San Rafael to Santa Rosa; Henry Leibbrandt, Oakland to Santa Cruz; Joe Plantanida, Santa Cruz to Lake County; Watt Thompson, Marysville to Lake County. . . . Asst. Chief Clerk C. F. Pendell in east Texas. . . . Condr. J. S. Compton and R. E. Mounts to the East. Opr. C. L. Nunnally to Denver to complete his course in pharmacy. . . . Sec. Foreman E. L. Watson, Mimbres, N. M. saw Carlsbad Caverns. . . . Retired Engr. Geo Ready visited old friends in Douglas. . . . W. S. Hofer and wife vacationed in Oregon. . . . Engr. J. Chellus reports good fishing. . . . Condr. G. W. Yancy to California. . . . Head Estimator John Scott came in to the office the other morning all out of breath telling Asst. Div. Engr. Bill Black about having a wreck in his auto. "Yes," said Bill, "I have known it was a wreck ever since you bought it." That finished the day for John. . . . J. R. Johnson, foreman motor car shop, went fishing at Elephant Butte. The boys are wondering why John carried an ice box on a fishing trip; stupid—to put fish in. . . . Wanted—Freckle remover for Minnie Jo Hammett, steno Supt's office, on return from Long Beach. . . . Condr. W. C. Amelon in hospital at Carrizozo is reported improving. . . . Douglas reports 3 inches of rain in 45 minutes. Considerable damage done. . . . Lost—a lot of chicken hawks on Condr. W. M. Holloway's farm near Ysleta. . . . Condr. L. F. Abbott has returned to his old boyhood haunts, the coast of Maine to dig clams.

Condr. Claud Sheffield, Agent R. L.



MEMORABLE SEND-OFF: Before leaving his position of general foreman, passenger car repairs at Sacramento Shops to take over his new duties of master car repairer at Los Angeles Shops, R. R. Peck (in shirtsleeves, center) was bid a fond farewell by his fellow-workers. He is shown receiving the best wishes of Supt. of Shops Harry Venter, at whose left stands Mr. Peck's daughter Catherine, stenographer in General Foreman W. J. Taylor's office, and his father, J. M. Peck, retired carman. A handsome wrist watch, traveling bag were among gifts presented. Mr. Peck, who succeeds C. I. Walker, retired, is succeeded by W. J. Bartle, foreman freight car repairs.

OLD-TIME TELEGRAPHERS, all of them formed telegraph service for Southern Pacific luncheon in San Francisco August 21 to renew and revive old memories. Many of those present are now retired, some left the service for other fields while others such as M. A. Michaelson, chief dispatcher, Oakland Pier and J. Leary, supt. of Western Pacific at Sacramento, are still in active service. The party was arranged by Bruce Meyer, retired Northwestern Pacific Conductor.

ORT members who per-
to 1900, met at a



Rio Grande Division

Robt. R. Hall
Payroll Voucher Clerk, El Paso

Many constructive suggestions were offered at largely attended Safety Meeting held at El Paso July 27th. . . . Monday morning Aug. 8th Head File Clerk A. J. Thornhill was given warm reception by a large number of boys at the office with a hand shake and a slap on the back. Archie may never know how the news got out about him going to sleep while taking his Sunday morning sun bath. . . . P. F. Inspector F. W. Longmore, Tucumcari, after starting his prized race horse in two races at the recent Rodeo without success has purchased an outboard motor and is praying for rain during the coming race meet. We wish him better luck this time.

Vacation business going strong. T. H. Holmes, agent, Naco, spent month rounding up his family over the land. . . . A. J. Rogers, agent, Fairbank, in Hollywood looking the stars over. . . . Dispatcher Tom Barwise and family to south Texas. . . . G. W. Hass, operator Anapra, herding sheep in the Big Bend country. . . . Walter LaFleur and R. D. Bloss, operators, Lordsburg, resting. Too bad they work so hard. . . . Agent Crowley, Bisbee Junction, in St. Louis. . . . Alex. Holmes, agent, Mosquero, off for several days. . . . M. L. McMindes, agent, Separ, to Arkansas. . . . Geo. Koyoll, night terminal trainmaster, Carrizozo, returned from leave is having trouble finding his way around in day time. . . . Engr. A. A. Phillips and G. W. Jones to south Texas. . . . Engrs. C. Wingrove, J. H. Sharpe and W. A. Alexander fishing in northern New Mexico. . . . Yardmaster G. L. Sparks trip East and through the Middle West. . . . Brkman. Casper Allen and family to California.

Conductor W. C. Pitman fished in Colo. . . . Head Steno. Helen Clerken and Gladys King, Supt's office, on surf boards at Long Beach. . . . Sig. Mtr R. J. Hoard in eastern New Mexico. . . . Condr. J. H. Gooding and family to Florida and through the South. . . . Condr. C. J. Benson to Pacific Northwest. . . . Engr. J. W. Reynolds and family to Canada. . . . Assistant Chief Clerk C. F. Pendell in east Texas. . . . Condr. J. S. Compton and R. E. Mounts to the East. Opr. C. L. Nunnally to Denver to complete his course in pharmacy. . . . Sec. Foreman E. L. Watson, Mimbres, N. M. saw Carlsbad Caverns. . . . Retired Engr. Geo Ready visited old friends in Douglas. . . . W. S. Hofer and wife vacationed in Oregon. . . . Engr. J. Chellus reports good fishing. . . . Condr. G. W. Yancy to California. . . . Head Estimator John Scott came in to the office the other morning all out of breath telling Asst. Div. Engr. Bill Black about having a wreck in his auto. "Yes," said Bill, "I have known it was a wreck ever since you bought it." That finished the day for John. . . . J. R. Johnson, foreman motor car shop, went fishing at Elephant Butte. The boys are wondering why John carried an ice box on a fishing trip; stupid—to put fish in. . . . Wanted—Freckle remover for Minnie Jo Hammett, steno Supt's office, on return from Long Beach. . . . Condr. W. C. Amelon in hospital at Carrizozo is reported improving. . . . Douglas reports 3 inches of rain in 45 minutes. Considerable damage done. . . . Lost—a lot of chicken hawks on Condr. W. M. Holloway's farm near Ysleta. . . . Condr. L. F. Abbott has returned to his old boyhood haunts, the coast of Maine to dig clams.

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Hood, B&B Carpt. Frank Arrington, Pumper J. C. Buckley, are in Hotel Dieu, El Paso; where Condr. C. A. Sarrells is reported improving slowly. . . . B. S. Burns, operator, Carrizo, returned to work after several weeks illness. . . . Gus Grossmiller, pumper, Coyote, was off several days with injured hand. . . . Following agencies bid in: C. I. Davis, Roy; F. E. Johnson, Cuervo; M. C. Christerson, Newkirk. . . . Pauline Ziegler assigned steno-clerk in Master Mechanic's office, El Paso. . . . Engr. E. B. Hindman and Asst. Head Timekeeper, M. McNamee, are in General Hospital. . . . Old timers are glad to see Engr. F. U. Armstrong, retired, Douglas, able to ride around a little after being confined to his home for several weeks.

(Editor's Note): *Bulletin* Correspondent R. R. Hall, we understand has gone in the chicken raising business on a large scale, with 50 or more having just about reached the frying stage. There is a possibility, however, none of them will ever reach the frying pan, they have been raised more or less as pets as Bob takes them for a walk each morning and night, also it is reported their food consists principally of "sour grapes" raised in back yard with the chickens. Any way; it is said, Bob surely makes good fig preserves.

Telegraph Dep't

E. Webster, Chief Clerk,
Sup't Office, San Francisco

Returning to the column in the absonce of Patsy Dowd, on vacation in Feather River country with Irene Grabow, printer clerk from Chicago. . . . Dave Bowrin says the brush situation in his territory not quite so bad since the forest fire east of Colfax. . . . Glad to have had the opportunity of visiting recently with Linemen M. S. South, Ralph Reed, A. T. Jackson and A. M. Breese. South and Reed preparing for their annual duck hunt next month. . . . It was a pleasure to see E. M. Kysh, ass't to gen'l mgr. at Houston, whom many of us remember in the Flood Bldg. days as one of the editors of the "Office Boys Gazette," on his recent visit to S. F. . . . Frank Dowd and wife were recipients of a beautiful radio and vacuum cleaner, wedding gifts from their friends in the Telegraph and Traffic Departments which they gratefully acknowledge. . . . Pleased to report Bob Wiszner back at the telephone shop after illness of several weeks. . . . Recent vacationers: Lineman Myron Smith to Catalina and Arizona; Ray Nelson to the home town, El Paso; Maurice Peterson to Santa Cruz. Thanks to the many employes sending in business tips. Keep up the good work.

"H" Sacramento R. L. Lochridge

Lots of work on Sacramento Div'n now; seems like old times again with practically all extra men working. Mgr. Baxter returning from vacation at Santa Cruz with nice tan, reports all the fair sex sighed deeply when he left for home. . . . We were all glad to see our old friend and co-worker "Frenchy" Leburveau back from General Hospital. . . . "H" and Dispatcher's Offices were grieved over sudden death of George Barnes, dispatcher, who was loved by all as a grand fellow. Yours truly and family visited Mrs. Roy Chaney, wife of Teletype Clerk of "BD." . . . "Slim" Williams son, correspondent for the *Bulletin*, and old pal of Lochridge from Los Angeles, spent an enjoyable week here. Several lassies were saddened by his departure, but Los Angeles' loss is Sacramento's gain. . . . Chief Dispatcher Stackpole has been using a cane past few days, says it's old age, but we can't believe him.

"SW" El Paso Millard H. Cannon

Ora Barnwell, third wire chief, is sporting a new cream-colored sedan. . . . "Oscar," the pigeon who has made his home on the fifth floor fire escape landing outside "SW" office for past six months, subsisting on donations from lunches, has joined the ranks of the "benedicts." One recent morning he returned with a companion, a beautiful blue pigeon. He only shows up for meals now, followed by his lady-love. . . . Peyton Cossitt, 2d wire chief, and wife vacationing in Salt Lake City, Yellowstone Park and Portland. . . . Ralph Thompson on a month's outing in the woods of Maine. . . . Bob Young vacationed at Ruidoso, New Mexico. . . . Christine Cannon and daughter, Charlene, vacationing at Harlingen in the eastern Rio Grande Valley. . . . We are trying to get Manager John W. Clark to start the ball rolling for another dance, the main reason being a desire to see JWC repeat the terpsichorean performance with which he carried off first prize as a waltzer at the last one. . . . Florence Higgins spent three weeks in San Francisco with a stopover at Phoenix. . . . Johnnie Campbell and your correspondent are saving their dimes for the Golden Gate Exposition in San Francisco in 1939 and at present are marking time by paraphrasing Kipling's "The Vampire" with "An absent operator there was who made his prayer, to a bug, a mill, and a hard pine chair."

"UN" Tucson M. A. Petty

"UN" office has been plastered with "fresh paint" as Heinie Welch, manager, does an A-1 job of painting the MUX and teletype tables. Traffic Office next door, jealous of our energy, claims more paint has gone on the manager than on the tables. . . . "Hailstone" Jimmy Brandt, mechanician, took up a collection to buy a buzzer for a blind paper seller to learn wireless. "Hailstone" received $7.85 and the buzzer cost $1.35. Now known as "Big hearted Jimmy," he says there is still opportunity for bright young men in this western country. . . . Joan George, printer clerk, returning vacation by Russell Harris. . . . J. B. Kitchens, 2d W. C., working most of the time as dispatcher, relieved by W. M. Gorman. . . . M. A. Petty, 2d tel'gr, working about half the time as dispatcher being relieved by E. D. Gannon. . . . We have had much rain and windstorms, but very little wire trouble which speaks well for Foreman Hedgour and Knight.

"BD" San Francisco Evelyn Cutter

New faces in "BD" are Vera Goetz, Juanita Voss, Edith Hall and Daniel McGovern, who are doing their bit to get us over the rush season. . . . Emily MacPee has returned looking very much the Scotch lassie. . . . E. C. Smith gathering his summer tan. . . . Peggy Revor has returned from leave after visiting her father who was seriously ill. . . . Shirley Miller mingled two weeks with Hollywood's noted movie stars, one of whom was her close friend Marsha Hunt. . . . Bill Martin has been missed by his day friends since taking over 3d wire chief job. . . . Wonder if Lisle Bowser caught a deer or a dear?. . . . Three cheers for the three musketeers Roy Chaney, Marge Cooper and Fred Jackson, whose cooperation turned the wheels of progress in the Teletype Department. . . . Guelda Flemer showed some crackerjack pictures of fish she caught in her first attempt. . . . Virginia Spencer back again full of conversation about her hope chest which is rapidly being filled.

"HU" Los Angeles Slim Williamson

After absence of two months yours truly returns to report a few goings on. . . . Dan Cupid had a banner month in the office recently uniting Rose Hirst, our ditto operator, with Thomas Harvey of the Cotton Belt. . . . Sammy Mahan, messenger, was also recently married. . . . Mae Johnson can hardly wait for the Legion Convention so she can join in painting the town. . . . Your correspondent enjoyed a trip to San Francisco and Sacramento where he visited with Bob Lochridge. . . . Frances and Harry Galvan sporting a fine suntan. . . . Shirley Miller of "BD" was recent visitor. . . . Ditto Emma Patterson. . . . Ollie Vee Pag of TNO, Houston, visited on way to Honolulu. . . . James and Rosetta Christian haven't named the day to tie the knot but we expect it will be soon.

Coast Division

F. G. Clisham
Secretary to Superintendent

This division now boasts its "Corrigan." Office Engineer H. C. Stull, destined to Guadalupe on Train 70 (so he thought) was found on one of the commuter trains after Train 70 departed. The boys are planning an educational tour for Stull so he will recognize a Pullman car in the future. . . . Fred Rogers, sccty. to asst. supt., and Bill Thompson, clerk, have been talking economy. The energy claims more paint has gone on the manager than on the tables. . . . "Hailstone" Jimmy Brandt, mechanician, took up a collection to buy a buzzer for a blind paper seller to learn wireless. "Hailstone" received $7.85 and the buzzer cost $1.35. Now known as "Big hearted Jimmy," he says there is still opportunity for bright young men in this western country. . . . Joan George, printer clerk, returning vacation by Russell Harris. . . . J. B. Kitchens, 2d W. C., working most of the time as dispatcher, relieved by W. M. Gorman. . . . M. A. Petty, 2d tel'gr, working about half the time as dispatcher being relieved by E. D. Gannon. . . . We have had much rain and windstorms, but very little wire trouble which speaks well for Foreman Hedgour and Knight.

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Sportsmen

Once again the lure of Summer and the Great Outdoors has proven irresistible to thousands of nimrods, anglers and other nature-lovers in the railroad family. Here are a few from near and far who have answered the call of the wide open spaces.



In a peaceful setting (above), Engineer Levi J. Franklin, San Joaquin Div., takes time out from fishing to feed a flock of graceful and grateful guests, wild Canadian Honker geese. Picture taken by Engr. C. E. Bloomfield at Twin Lakes, Ore.



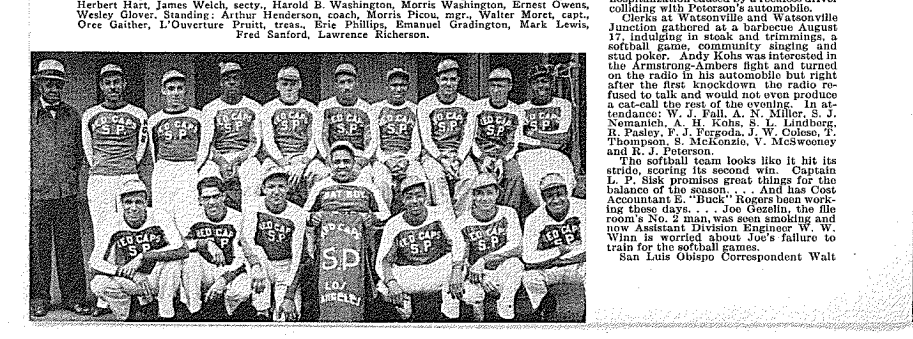
Skiing in scanties was demonstrated by Southern Pacific Ski Club of S. F. at the Annual Mid-Summer Ski Tournament on Mt. Lassen, Aug. 14. Left to right: D. Mitchell, A. Fowle, H. Timmerman, P. Herrmann, C. White, N. Blanchet, R. Hornberger, J. Lake, K. Hughes.



Above: Coast Div. Condrs. J. W. Coleman and R. P. Standley (he's holding the day's catch) and Yardmaster D. W. Wilson probably won't be very proud of their fishing ability when they see results obtained by fishermen shown below.



When Agent C. C. Christian of Pittsburg and son-in-law, Dick Warren, yard clerk, went on a deer hunting expedition to Mendocino County they mean business, according to the picture above. Right: Two of the most notorious fish fibbers bulged with amazement when Roscoe Campbell, shopman, Dunsmuir, marched into town with a 12½-lb. Lochleven trout measuring 29 inches, described as the largest of that species ever caught in local waters. The other angler with the string of salmon is Vic Dailey, police officer at the General Office, and member of Rod & Gun Club.



RED-HOT REDCAPS: Organized less than three months ago, the Los Angeles Redcap softball team has already become notorious for its efficiency in bowling over the opposition. Last month the boys journeyed to Oakland, where they trimmed the San Francisco Redcaps, score 12-4, then polished off the Oakland team, 9-1. Front row, left to right: Palmer Lamphins, Herbert Hart, James Welch, secty., Harold B. Washington, Morris Washington, Ernest Owens, Wesley Glover. Standing: Arthur Henderson, coach, Morris Picou, mgr., Walter Moret, capt., Oree Gaither, L'Ouverture Pruitt, treas., Eric Phillips, Emanuel Gradington, Mark Lewis, Fred Sanford, Lawrence Richerson.

Tucson Division

Leroy Magers,
Head Timekeeper, Tucson

Knowing our daughter was vacationing in Prescott and her dearly beloved was working in Mesa, we were greatly surprised to read that a marriage license had been issued Carolyn Magers and J. E. Householder in Nogales. It developed the young couple had been married in Nogales, July 22. Agent Clerk at Mesa sent in a 2c50 for Jimmy reading: "Laying off to get acquainted with his new father-in-law."

Janitor Ed Thompson has a high opinion of his ability to pick the winner of any big league baseball game. Some of the boys showed him he was not so good so he went back to Ohio to see some big league games. After watching them he decided he doesn't know anything about picking winners. . . . Bill and Voucher Clerk Link Wilson spent his vacation in Texas as most people from Texas have a habit of doing. He reported the whole family had a grand and glorious time. . . . Harry Lamm, time checker and insurance clerk, went through Texas but we now understand Gerald sleeps with his wallet inside the mattress.

4th & Berry Freight Station A. Houghton

Jack (Fatso) Treanor has at last emerged from the dog house. . . . Due to excess weight Geo. (Limpy) Elliott is now being barred from all scales on Market Street. . . . "Tomatoes" Holland was seen at the recent roller derby every night. Was it a blonde or redhead?. . . . Where is Jack Aaroe these days? Understand Cupid let go of a triple headed arrow. . . . We have it that Red McGoune bought a pair of skates and is tuning up for the next derby. . . . Wonder if Shanzers, Element and Sheehan are going to reimburse the damage done to Kelleher's house during the political rally held there by them?

John F. Robinson, familiarly known as "Little Jeff" the "iron man" of Bayshore Yard, retired September 1, after 33 years service, 28 of which were spent in San Francisco Terminal as yard clerk. His cheery voice and happy smile will be missed by his many friends. Jeff will continue to pursue his hobby of collecting pictures of railway locomotives and equipment, past and present, and remain active as Scoutmaster. Our best wishes go with you, Jeff, and don't fail to come around and see us every week.

Globetrotter: Julia Evans, librarian in the General Office, returned September 1, after an absence of almost three months, during which time she saw much of the world. From New York, Miss Evans sailed to England, then visited Holland, Belgium, France and Switzerland.



BIRTHDAY party at the home of Fireman Cecil G. Franklin, L.A. Div., for his 4-year-old son, Ronald (right) was voted one of the outstanding social successes of the year by the young ladies and gentlemen who attended. In front row, l. to r.: Porter Houston, Diane Hodson, Eunice Wine, Jo Ann Starkey, Gail Banner, Harold Walker, Ronald Franklin. Back: Patsy Hodson, Patsy Shoemacker, Shirley Banner, Marilyn Farmer, Diana Banner.

continued on to Kansas, thence to northern Colorado. He wont say who he met up there but there seemed to be lots of correspondence all summer about this trip. . . . It has been suggested that our Social Security numbers be tattooed on our heads. Tom Jackson says: "Some of us would sure have lots of room if they did." "yea, bo" seconds Jay Clarke.

Assistant Superintendent G. A. Bays and Division Engineer T. W. Saul were down on the branch looking over a washout. Bays had on rubber boots but Saul was unprepared for the muddy ground. Having paid a dime for a shoe shine some time before he removed his shoes and socks and followed Bays through the long grass trying to keep in the light of Bays' lantern. Lagging behind, he couldn't see where he was stepping, and with visions of six foot rattle snakes nibbling his tootsie-wootsies, his cries to Bays to wait were long, loud, and I am sorry to say, sulphurous.

Engineer J. F. Newman recently left on his vacation to make an extended trip through the east. . . . We were glad to see the beaming face of "Mike" Robles of the General Office and formerly of the Tucson Division, who was a recent visitor. He is the same old Mike. . . . Clerk R. J. Boegen of Safford vacationed last month.

. . . Claims Adjuster C. D. Hunt of El Paso came in several days ago wearing the latest in gentlemen's pants. They were a delicate shade of yellow, a cross between lemon pie and cream puff. They were even called "tonnage paper yellow," but that probably wasn't the correct name.

Our Class A softball team has been undefeated since the beginning of the second half of the season. Head Clerk "Bill" Brooke, who manages the team, is very proud of the fine showing. The boys put up a natty appearance on the field in their blue and gold uniforms, with the S. P. medallion on the back of the blue jersey. . . . The class B team has not done so well but is improving with each game. This team is helping the business-getting campaign by having the words "Ship and travel by rail" in large letters on the back of their light gold jerseys. As from 1500 to 2500 people watch them play, both association teams keep the Southern Pacific Company fresh in the minds of the public. . . . In the senior baseball league, the Machinists just nosed out the Trainmen, while the Clerks took a crippled Fireman's team into camp. Few games have been played during the hot weather, but the schedule will be caught up during September and October when it is really just right for baseball.

And so we leave you to go on our vacation.

Getting Bigger: Meeting with a response that exceeded all expectations, the Needy Family Christmas Fund of the office of Vice Pres. Operation and Manager will be larger than ever this year, according to Herbert D. Fifield, chairman of the fund committee. Started several years ago in the General Manager's office for the purpose of aiding a destitute Southern Pacific family, the fund this year has already reached $150 and it is expected that more than 50 needy families will receive assistance. Last year this work became known generally throughout the General Office and in the San Francisco area with the result that enough donations were received to provide for 15 families in a substantial way. Shippers also learned of the work and gladly assisted by donating turkeys, canned goods and other foodstuffs. Because of limited funds and the necessity for personal investigation of each case, present activities of the Committee are confined to the Bay area. Anyone who is interested may secure further information by communicating with Fifield at 65 Market St., S. F.

General Office

E. G. Fitzpatrick,
Bureau of News

E. H. Gubbins, former secretary to Paul Shoup and now special representative, freight traffic dept. in New York, dropped in just about long enough to say "hello" and "good-bye" to his many friends in the General Office last month while vacation traveling. "Gubby" as he is popularly known, was heading north through the Lake Park through Canada. A visit to Pike's Peak was also firm spot of his trip in more ways than one, he said, recalling with great glee that he had sent a wire from there to the gang in New York, where the thermometer was boiling over, telling them how cold he was.

Missing for a moment in the routine of a busy Business-Getting Campaign, members of Southern Pacific Club of S.F. in charge of social and athletic activities announce the following: Boat Ride to Sacramento and return, Sept. 24-25. All reservations on the "Delta King" have been taken, according to Co-chairmen Charles Kloupfer and R. P. Harding, but a waiting list is being maintained in event of cancellations. Elsa Johnson and Gene Egan, 37 Market St., are handling reservations. . . . Manager J. M. Crawford reports that casting was begun last month for the Club Players' next offering, "Believe It Or Not," to be presented Oct. 14. . . . In athletics the General Office Softball League passed the half-way mark with Freight Traffic leading by one game, according to J. R. Higgins, vice-pres. in charge of athletics, practice games are being scheduled for the basketball teams entered in the I.A.A.C. tournament and plans have been made to form a bowling league for the 1938-39 season, with Chas Larson president of the league, J. R. Madden, secretary.

Law Department Beth G. Parliman

Lyle Maritzen returned from a two weeks' hunting trip in vicinity of Elk Mountain, Lake County. Lyle "got his buck"—dressed around a hundred pounds. . . . Virginia Bogart visited in Spokane during her vacation. . . . Margaret Hackett on vacation—rumor has it she is on a cruise ship in Panama County. . . . Edith Palmer back from leave of absence . . . Ninety-three was a lucky number for E. J. Bordanaro, winning for him the table model radio recently raffled. . . . Myrtle Raff reports one can have a grand and glorious time at Catalina Island. . . . F. X. Vieira on vacation on a dude ranch at Cranbrook, B. C. . . . Ruth Dixon on vacation around Klamath Falls and the lakes of Oregon. . . . We were glad to have F. J. Gallagher back with us after leave of absence and vacation.

Equipment Accounts Jess Boydstun

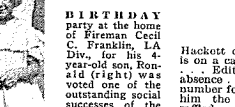
Wanted—one bowler, apply to C. A. Larson. Only those who can average 99 need apply. . . . Berkeley will lose one of its foremost citizens when Elby Billings moves to S. F. this month. . . . The softball team celebrates its victory over the "Coasters" with an Italian dinner. . . . "Pop Up" Barron is piling up with a .500 average this season. . . . "Maje" Venzky returns from his vacation with a lot of fish stories. . . . Tommy Lam heads for Canada. . . . E. S. Fewtrell vacations through Bryson and Zion National Parks and the Grand Canyon. . . . Frank Doyle claims he wont get married until he's middle aged—about 24 or 25. . . . A "hurry-and-get-well wish" to Pete Avery in General Hospital. . . . The gals are giving the baseball team plenty of support this year—Is Frankie Bordenave the attraction? . . . Condolences to Floella Taylor in the loss of her mother. . . . Recent vacationists: Betty O'Connell, Linda Lavina Thrall, Geraldine Fountain, Mildred Radloff, Frances Ashcraft, Ned Orr, Frank Doyle, Lloyd Halling, Wm. Egan, H. B. Nottage, Henry Flemer and Fred James.

Aud. Disbursements Horace B. Sturtevant

Vacationers: E. T. Barlow, the Ferguson sisters, Elizabeth Quinn, F. I. Thompson, L. Smith, Al Beckon, Ed Donlon and Bob Gardiner. . . . Leo F. Brophy to General Hospital for minor repairs . . . Joe Hinn recuperating from broken ankle. . . . Jack Girard, Mechanical Bureau, spending two months in his home town, Portland. . . . Bob Good has a new (to him) car. . . . Earl Harrold's sport suit and white shoes set the fashion for the Contract Bureau. . . . Dick Lawton, recently married, was given silverware to mark the occasion. . . . E. I. Nelson, messenger in the President's office. . . . Any readers troubled over civil law, see Ray Pollock. . . . Dave and Ruth Olmos acquired added tan and weight on their recent visit to Catalina. . . . Gene Gendron bagged a four point buck. . . . J. J. Cathers was "flimed" playing golf, and no longer will be able to alibi his game. . . . "Snapshot" Sam Laird and family returned from a visit to their old home in Portland. . . . Sid Nickles, another Portland lad, is still talking about one of San Francisco's unique eating places. . . . Neal Haggard's son won a four year course in the Coast Guard Academy in New London, Conn. . . . Harold Kent appointed S. P. Club floor captain for this office. . . . Three years in succession George Peacock has won the "Kingfish" badge in S. P. Rod and Gun Club's annual outing to Dunsmuir.

Cen. Timekeeping R. A. Larson-M. Chapman

Sympathy to Pearl Benoit, whose mother passed away recently. . . . Jack Young was presented with a radio as a wedding gift. . . . Wilson Wright, chief clerk to Salt Lake Division engineer, was recent visitor. . . . Vacationers: Bessie Harper, Geo. Bridges, Larea Cayot. . . . "Today I am a Man" Chick Ruzic was presented with a bouquet from Susie Seabiscuit on his birthday. . . . Art Carlson returned from extended sick leave. . . . "Glamour Boy" Earl Chandler vacationed on the Russian River, intends to vacation on the Yangtse River next year. . . . Willie "Elbow Chow" Nolan is worrying about dressing accommodations when the trains run over the Bay Bridge. . . . Smiling John Duffy has left to go to college. . . . Manager Eddie Wright has his ball team tied for first place in the General Office League.



BOOSTERS for their community are these Car Dept. employes at Dallas, Ore., a branch line point, one of the basic logging and lumber centers in the Northwest. Left to right: G. H. Forrette, laborer; G. E. Robinson freight carman; J. A. Blaumer, car repairer; C. V. Bird, car inspector and Wm. Hayes, lead car inspector. C. C. Kinsey, eng. watchman, was absent.

Purchasing Dept. C. A. Dalen

Condolences to Charlie Eagan in the passing of his mother. . . . Congrats to Ray Murray on his new home. . . . Casting Director Jack Crawford completing cast for next Club play, promises exceptional production. . . . Scandal: George Ellis takes regular beating from his wife (in badminton). . . . Short Story: Milne, Schultz and Morgan went fishing in a boat. Rough weather too much for Milne and Schultz so trip ends suddenly with no fish. . . . Snow Enthusiasts take note: Bob Hornberger reports ideal skiing conditions on slopes of Mt. Lassen. . . . Vacationers: F. Burger, R. Kirkham, F. Badaracco, L. Deane, R. Johnson, H. Burrows, Minnie Harwood. . . . Food for thought: Your service in the interests of Southern Pacific means Southern Pacific service to you.

Asst. General Auditor Walter M. Ridgwell

Sympathy to Edna Blum in the loss of her mother. . . . Welcome to Clarence E. Richardson, new employe in Outside Companies Bureau. . . . We are pleased to report that Carolyn Peterson, who has been ill for several months, is doing a fine job of convalescing at her Berkeley home. . . . Catherine O'Reilly left the service August 13 to teach school. . . . Arnold "Whit Whant" Wickman is the latest convert to the ranks of Ike Walton. He landed a 22 inch trout on his vacation and has recently invested in a nice new bamboo pole. . . . Our softball team is at present right up in the first division and if the boys continue to their high-class play they should win the pennant. . . . Vacationists: Ilka Wiechman, Lois Scholz, Grace McClellan, Claudia Orsborne, Leonard Goldsworthy, Ed and Josephine Hoffman, Frank Raviciotti, Al West, Fred Groat, Ed Escalle, Marion MacGary, Joe Trueb, Tom Walsh, Eddie Weiter, Al Beverakis, Walter Sheffield, Clarence Maurer, Leo John Lake, member of S. P. Ski Club, participated in recent Mt. Lassen Ski tournament, added many new friends. . . . E. C. Morrison was in town for a few days to attend his son's wedding. . . . E. Goldsmith narrowly escaped injury when his car was struck by another traveling at a high rate of speed. Julius Wodvcesky is well again following short stay in General Hospital. . . . H. W. Allen, recently retired, is in Veteran's Hospital at Fort Miley. . . . Vacationers: W. H. Kirkbride, E. E. Mayo, C. J. Astrue, J. A. McDougall, U. S. Attix, J. H. Christie, W. H. Phelps, C. W. Ellis, L. E. Poysen, C. G. Edwards, A. G. Kaemper, N. S. Roventini, V. R. Cooledge, J. Lishman, W. E. Trace, C. J. DeConaugny, G. J. Vandercuit, H. Baker, F. Dunleavy, C. G. Carter, W. J. Pearson, W. F. Minner, R. S. Bennett, P. A. Dougherty, C. Ponce, Wm. Rathmell, J. R. Oyarzo, L. Dwyer.

Freight Claim F. A. Kiehne

Modest Bill Canepa turned out to be a hero when he rescued a lad from drowning in Russian River. . . . Bill Waldie is talk about it but spectators say the rescue was sensational. . . . Vacationers: J. Ziegler, Ace Bartel, Virginia Kirby, Dare Morgan, Dave Janowski, Benny Freshman, Vin Collins. . . . Nan Shea fell off her horse, is laid up with a sprain and a sprained ankle. . . . Goldie Mater headed for Honolulu, landed in Eureka for a stay. . . . Loquacious Bill Conroy, dare Piercy carded 90, Norden 98 and Olsen 88. Olson may have been near correct but the other two couldn't break 100 on 9 holes. . . . Lennie Crutcher is taking up golf in Wildcat Canyon.

Aud. Miscellaneous Accts. D. R. Love, Jr.

Condolences to Henry Kroger in the loss of his father and to Gladys Rumsey, whose brother passed away. . . . Wishes for speedy recovery to Minnie Korn Chaffee who is ill in the hospital. . . . Our softball team handed the league-leading Freight Traffic team its first defeat. Pitching of Art Eagan, and hitting of Madden, Corder, Kouns, Swift, Bones and playing of Herb Larson featured. . . . Vacationists: Jerry Sullivan, Carl Draa, Don Kouns, Herbert Larson. Rod and Gun Club members finally succeeded in catching some fish at recent outing, but when Frank Collins comes back with a catch we wonder if there wasn't a fish store nearby. . . . Clint Harvey making regular trips to Glendale—wonder why. . . . Ann McCaffery says "married life is just grand." . . . Politician Bob Brown is always ready to predict Marin County election results . . . Show that A. M. A. knows how—turn in those business tips.

Pacific Fruit Express R. J. Leverone

Our softball team is making strong bid for leadership in S. P. Gen'l. Office league. Several hard games remain and it is hoped "Ed" Plate's long distance hitting will result in victories. . . . Los Angeles Shops & Stores team was entertained in San Francisco Sunday, July 31. Following the game, which was won by the home team 7 to 6, reversing defeat previously suffered in Los Angeles, the visitors were treated to a swim, dinner, and afternoon of sightseeing. A game with Roseville shops is also planned in the near future. . . . We are pleased to report C. H. Weston is back on the job again and hope for his continued improvement. . . . "Woody" Simcox is back in shape after being on the sick list for a few days as result of a minor operation. . . . Sympathy is extended to Frank Johnson in the loss of his sister.

Land Department Charlie Stone

Vacations: D. G. Christen appearing in the pink of condition after a rest at Lake Tahoe. Amy Greene found everything to her liking at Feather River Inn; Katherine Dowdall sojourned at a ranch near Crescent City; Elmer Ortega and wife and claims to be painting his "shack," but we suspect bass fishing. . . . Happy to have Louise Williams back after several weeks illness in General Hospital. Bob Couzons' desk was the center of attraction for many 9th floor spectators, the occasion being a 7-pound daughter born August 17. . . . Louis Frandsen reports a good time had by all at Tuttle Lake where he lugged his big base horn around with the SP Band boys and incidentally renewed some old acquaintanceships. . . . On to success with the big campaign for more business for our Company.

Motive Power Gladys A. Stephens

Sympathy extended to Leona Weddo on the loss of her mother. . . . Motive Power Dept. employes attended an Armenian Dinner August 16. This was the third of a series of Dinners of Nationals, the first being Chinese, the second Italian. . . . Annual Stag Outing on Russian River August 27 and 28 was enjoyed by all of the boys. It was the consensus of opinion that all would be on deck at next year's outing. As usual, our congenial friends Ed. Hinchman and "Red Trego" Griffith were excused to attend the outing. "What have you got?" Silvestri had the same old luck. . . . Louis Sultan and Paul Garin no longer need to worry about that twenty-five cent collection—and are they happy. Next big event for the dept. is a softball game between the old men and the young men. We expect a 100 per cent turnout. The prize is a dinner to the winners—but can the young men eat! . . . Our handsome (even Pete Stoner agrees to this) new office boy is Harold De Soto. . . . "Smiling" Ed Mohr is the softball team's heaviest hitter—his average is .435. . . . Come on boys and girls—let's all get behind the Business-Getting campaign and show what the Motive Power Dept. can do.

Novel Party: A new and different setting for kitchen showers was introduced by a group of General Office folks on August 22, when Mrs. C. C. Prachar, typist in Aud. Freight Accts. office, returned from vacation. When Mrs. Prachar had departed two weeks previous she was known as Miss Mary Collins, and her marriage plans had been kept secret. But news gets around, and when the bride boarded the 7:30 a. m. ferry boat from Oakland Pier she was greeted with a shower of rice, best wishes and gifts. While scores of commuters looked on, the surprised young lady opened numerous packages, revealing an assortment of items for the kitchen. Those who participated in the festivities were: Lila Pierce, LaVancia Carew, Nina Thompson, Marie Wallace, Louise Hendricks, Wm. J. Nielsen, H. J. McFarlane, R. T. Paine, A. J. Burdett, L. C. Loughlin, J. R. Pollock, Truman Nethercott, R. H. Lawton, Norman B. Hayden, Dick G. Goodnow, K. J. Hendricks.



VACATIONERS: Far removed from accounting statistics and legal documents were the thoughts of this foursome when photographed while taking life easy along the balmy shore of Catalina. They are Myrtle Raff (left) of Law Dept., S. F. and hubby, T. O. Raff of Aud. Disbursements Office, and Ruth and Dave Olmos, also of Disbursements Office.

Chief Engineer Raymond J. Dattling

Welcome to Marshall G. Pettis, recent addition to J. L. Minor's bureau, and transferred from Portland Div. . . . Condolence extended to C. A. Losh in the death of his father, who reached the ripe old age of 92. . . . Gus "Double-or-nothing" Wolf was a mighty proud papa when he passed around the cigars. . . . Harrold Lishman planned a 4000-mile trip in the Northwest before trading in the old car. Harrold drove at night, had his car repaired during the daytime. One breakdown occurred on the Salt Lake desert near an S. P. West Time Fly the Train" sign, and Harrold says it spoke more truth than poetry. . . . Bill Phillips is vacating Geary and Hoffman Aves. for Raviciotti, Al West, Fred Groat, Ed Escalle, Marion MacGary, Joe Trueb, Tom Walsh, Eddie Weiter, Al Beverakis, Walter Sheffield, Clarence Maurer, Leo John Lake, member of S. P. Ski Club, participated in recent Mt. Lassen Ski tournament, added many new friends. . . . E. C. Morrison was in town for a few days to attend his son's wedding. . . . E. Goldsmith narrowly escaped injury when his car was struck by another traveling at a high rate of speed. Julius Wodvcesky is well again following short stay in General Hospital. . . . H. W. Allen, recently retired, is in Veteran's Hospital at Fort Miley. . . . Vacationers: W. H. Kirkbride, E. E. Mayo, C. J. Astrue, J. A. McDougall, U. S. Attix, J. H. Christie, W. H. Phelps, C. W. Ellis, L. E. Poysen, C. G. Edwards, A. G. Kaemper, N. S. Roventini, V. R. Cooledge, J. Lishman, W. E. Trace, C. J. DeConaugny, G. J. Vandercuit, H. Baker, F. Dunleavy, C. G. Carter, W. J. Pearson, W. F. Minner, R. S. Bennett, P. A. Dougherty, C. Ponce, Wm. Rathmell, J. R. Oyarzo, L. Dwyer.

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Bayshore Shops
Reno
Carrizozo, N. M.
Stockton
S. F. Freight Sheds